MASON'S
OK SAUCE
THE COLD MEAT SPECIALITY
44

Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

TO
INSURE YOUR EYES
AGAINST
THE GLARE
YOU SHOULD WEAR
CROOKE'S GLASSES.
N. LAZARUS,
Optician,
12, Queen's Road C.
[79

No. 19,867. 號七十六百六千九萬一第 日二十月五年四辛 HONGKONG, FRIDAY, JUNE 17TH. 1921. 五拜禮 號七十月六年十國民華中 PRICE, $3 PER MONTH.

INTIMATIONS

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BRITISH

PILSENER BEER

BREWED AND BOTTLED AT

BURTON—ON—TRENT.

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CARTRIDGES!

NEWLY ARRIVED.

A large consignment of ELEY'S SPORTING CARTRIDGES, 12, 16 and 20 bore, loaded with the Sportsman's favourite powders—E. C. and SMOKELESS DIAMOND.

THE HONGKONG SPORTING ARMS & AMMUNITION STORE,

Nos. 5-6, Beaconsfield Arcade.

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A LING & CO.,

19, Queen's Road Central,
HONGKONG.

FURNITURE AND PHOTO GOODS STORE.

Glass Etching, Sign-Board and Mirror Maker.
Canton Marble in Various Shades.
Photographic Goods of Every Description in Stock.
Developing Printing and Enlarging Undertaken.
Telephone 1219.

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FRENCH LESSONS

G. MOUSSION,

15, Morrison Hill Road.

[40

PEAK TRAMWAY CO., LIMITED.

TIME-TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 „ „ 9.30 „ „ 10 „
9.30 „ „ 11.00 „ „ 15 „
11.30 „ „ 12.30 p.m. „ 15 „
12.30 p.m. „ 2.30 „ „ 10 „
2.30 „ „ 5.00 „ „ 15 „
5.00 „ „ 8.10 „ „ 10 „

NIGHT CARS.

8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

SATURDAYS.

Extra Car—12 midnight.

SUNDAYS.

7.30 a.m.
8.00 a.m. to 10.30 a.m. every 15 minutes
10.30 „ „ 11.00 „ „ 10 „
11.30 „ „ 12.00 noon „ 15 „
12.00 noon „ 1.00 p.m. „ 10 „
1.00 p.m. „ 5.30 „ „ 15 „
5.30 „ „ 6.00 „ „ 10 „
6.00 „ „ 6.30 „ „ 15 „
6.30 „ „ 8.10 „ „ 10 „

NIGHT CARS

As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore Order representing Bank Notes.

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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after MONDAY, JANUARY 24TH, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS.

Stations	No. 1A Local	No. 13 Local	No. 5 Through Express	No. 7 Local	No. 9 Through Slow	No. 11 Local	No. 15 Through Expr	No. 15 Mixed 3rd Class Passenger & Goods		No. 17 Local	No. 21 Local	No. 23 Local
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	a.m.		p.m.	p.m.	p.m.
CANTON (Tai Sha Tan) dep.			8.00		8.45		7.30					
SHEK LUNG ... arr.			9.11		11.30		4.48					
dep.			9.18		11.45		4.50					
Shum Chun ... arr.			11.07		5.30		6.45					
dep.			11.12		5.36		6.55	1.55	1.55	3.00	5.04	6.11
Sheungshui ... dep.	Sundays only			8.07	5.36	11.40		2.01	2.01	3.06	5.10	6.17
Fanling ... dep.				8.13	6.57	11.47		2.08	2.08	3.10	5.14	6.21
Taipo Market ... dep.				8.18	6.62	11.52		2.13	2.13	3.15	5.19	6.26
Taipo ... dep.				8.22	6.64	12.03		2.24	2.24	3.17	5.22	6.28
Shatin ... dep.				8.34	6.90	12.08		2.41	2.41	3.40	5.41	6.45
Yuenaki ... dep.	7.27			8.47	6.14	12.22		2.54	2.54	3.53	5.53	7.00
Hunghom ... dep.	7.31			9.01	6.32	12.26		3.00	3.00	3.53	5.53	7.08
KOWLOON ... arr.	7.34	8.23	11.52	9.10	6.41	12.44	7.25	3.16	3.16	4.02	6.02	7.08

UP TRAINS.

Stations	No. 4 Local	No. 4A Local	No. 6 Through Express	No. 6A Local Express	No. 8 Through Slow	No. 10 Mixed 3rd Class Passenger & Goods	No. 12 Local	No. 14 Joint Sectional	No. 16 Local	No. 18 Through Express	No. 20 Local	No. 22 Local	No. 24 Local
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	Noon	p.m.	p.m.	p.m.	p.m.	p.m.
Last Ferry leaves ... H.K.	6.25	8.55	7.55		5.55	8.15	10.15	11.45	1.30	1.55	3.45	4.15	6.05
KOWLOON ... dep.	6.43	7.10	8.07		6.35	9.40	10.25	12.00	1.12	2.15	4.00	4.52	6.25
Hunghom ... dep.	6.47						10.28	12.04	1.22			4.56	6.29
Yaumati ... dep.	6.56	7.16					10.35	12.11	1.33			5.02	6.35
Shatin ... dep.	7.08				6.55		10.50	12.26	1.50			5.14	6.47
Taipo ... dep.	7.19			8.01	7.06		11.05	12.37	1.55			5.27	7.01
Taipo Market ... dep.	7.23				7.10		11.07	12.41	1.57			5.31	7.06
Fanling ... dep.	7.34				7.23		11.19	12.51	2.07			5.41	7.15
Sheungshui ... dep.	7.39			8.13	7.28		11.24	12.56	2.11			5.45	7.19
Shum Chun ... arr.	7.42		8.40	8.17	7.31		11.28	1.00	2.15			5.49	7.24
dep.	—		8.51		11.05		—	1.00	—			—	—
SHEK LUNG ... arr.	—		10.47		1.01		—	3.11	—			—	—
dep.	—		10.55		1.38		—	—	—			—	—
CANTON (Tai Sha Tan) arr.	—		12.10		2.52		—	—	—			—	—

Sundays & Public Holidays only. Sundays & Public Holidays excepted. Connects with No. 9. Connects with No. 5. Joint Sectional Noon from 16th Sept. to 15th April. 1.30 from 16th April to 15th Sept. Sats, Sundays & Public Holidays excepted.

* Will stop at Taipo and Sheungshui for First-Class Passengers on Notice being given to the guard.
† Will stop as above except on Sundays and Public Holidays.

SHA TAU KOK BRANCH.

	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling ...dep.	8.50	12.00	2.20	6.00	Shatàukok...dep.	7.05	10.20	1.05	5.00
Shatàukok...arr.	9.45	12.55	3.15	6.55	Fanling ...arr.	8.00	11.15	2.00	5.55

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

Further information may be obtained at the Railway Offices, Kowloon, or from Messrs. THOS. COOK & SON, Hongkong.

H. P. WINSLOW, Manager.
42

MITSUBISHI ZOSEN KAISHA, LTD.

(Ex Mitsubishi Dockyard & Engine Works).

A1., A.B.C., Western Union, Engineering and Bentley Codes Used.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers Manufacturers of Contraflo Condensers, Special Manganese Bronze Castings, Parson's Steam Turbines and Turbo-Alternators, &c., &c.

NAGASAKI WORKS.

TELEGRAPHIC ADDRESS:—"DOCK," NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1	Dock No. 2	Dock No. 3
Length on Keel Blocks	510 feet,	350 feet	714 feet
Width of Entrance on bottom... ...	77 „	53 „	88 „
Water on Blocks at Spring Tide ...	28 „	24 „	34 „

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
Two Floating Cranes of 60 and 40 tons each, besides 150 tons Giant Crane.

KOBE WORKS.

TELEGRAPHIC ADDRESS:—"DOCK," KOBE.

FLOATING DOCKS.

	No. 1	No. 2	No. 3
Lifting Power	7,700 tons	12,000 tons	16,000 tons
Max. Length of Ship taken	460 feet	582 feet	470 feet
Max. Breadth of Ship taken	56 „	66 „	98 „
Max. Draft of Ship taken	22 „	28 „	30 „

Floating Crane of 40 tons weight, besides 100 Tripod Cranes.

HIKOSHIMA WORKS (Near Shimonoseki).

TELEGRAPHIC ADDRESS:—"DOCK," SHIMONOSEKI.

GRAVING DOCK.

Length on Keel	363 feet 0 inch
Breadth at Entrance on bottom	52 „ 0 „
Depth of Water on Blocks at Spring Tide	25 „ 0 „

Floating Crane capable of lifting 80 tons weight.

THE NAGASAKI, KOBE and HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.
Any Order will be promptly attended to and Estimate sent on application.

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HOUSEHOLD COAL

On and after November 1st, 1920, until further notice we are prepared to accept orders for HOUSEHOLD COAL re-screened in Hongkong at the following prices:—

Delivered to Peak District (above Bowen Road) ... $22.00 per ton.
„ „ Bowen Road and Lower Levels and Kowloon ... $21.00 per ton.

TERMS:—CASH WITH ORDER.

(CHEQUES PAYABLE TO "KAILAN MINING ADMINISTRATION").

KAILAN MINING ADMINISTRATION
HEAD OFFICE:—TIENTSIN
AGENTS DODWELL & CO., LTD., HONGKONG.
20

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG—CANTON LINE

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG—MACAO LINE

To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m. only).
From Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 5 p.m. only).
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. THOS. COOK & SON, Booking Agents, Hongkong.

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THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT

TICKETS SUPPLIED to ALL PARTS of the WORLD at Tariff Rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED AND CASHED.
BAGGAGE collected, forwarded and insured at lowest rates.
Cook's "FAR EASTERN TRAVELLERS GAZETTE" containing Sailings and fares from the Far East to all parts of the World will be forwarded free on application.

Telegraphic address: "COUPON." THOS. COOK & SON.
Telephone No. 524. Hongkong Hotel Buildings, corner of Pedder Street, and Des Vœux Road, HONGKONG.

Also SHANGHAI, PEKING, YOKOHAMA & MANILA.
Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

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SANITARY WASHABLE

HALL'S DISTEMPER

THE KING OF WATER PAINTS.

The scientific ideal of a wall covering is one that is not only beautiful, but easy to keep clean, germ proof, absolutely fast in colour, and when applied a thorough disinfectant. No wall covering conforms so closely to these requirements as Hall's Sanitary Washable Distemper which has the important advantages of being most economical and durable.

Hall's Distemper is applied with a whitewash brush, saving much in the cost of labour.

It sets hard, kills microbes and vermin, and disinfects.

It is made in a wide range of 70 colours, including rich dark as well as light tints. The colours never fade, enabling furniture and pictures to be moved about a room without showing discoloured walls.

Hall's Distemper decoration may be washed by lightly sponging down with clean tepid water. It remains clean, sweet and fresh for years.

Shade card and full particulars post free on application to:—

WM. C. JACK & CO., LTD.,
14, DES VŒUX ROAD CENTRAL,
SOLE AGENTS FOR HONGKONG AND SOUTH CHINA
19

SHIPBUILDERS,
SHIP REPAIRERS,
BOILER MAKERS,
FORGE MASTERS,
OXY-ACETYLENE & ELECTRIC WELDERS,
MECHANICAL & ELECTRICAL ENGINEERS

TAIKOO DOCKYARD & ENGINEERING COMPANY OF HONGKONG, LIMITED.

—DRY DOCK.—
Length 787 Feet.
Length on Blocks 750 Ft.
Depth on Centre of Sill (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—
Capable of Handling Ships Up to 3,000 Tons Displacement.
Electric Crane at Sea Wall, Capable of Lifting 100 Tons at 70 Feet Radius

BUTTERFIELD & SWIRE

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TELEPHONE No. 212. HONGKONG, CHINA & JAPAN.
CALL FLAG: "C" OVER ARM. PENNANT.

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FOR the use of all Men R. the Mercantile Marine and H.M. Navy.
Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church.
Private Cabins and beds in Dormitories
Motor Launch "Dayspring"
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TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *Hongkong Daily Press*, are charged for at the rate of $1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

HOTELS

HONGKONG HOTEL
(HONGKONG).

REPULSE BAY HOTEL
(Repulse Bay).

PENINSULA HOTEL (KOWLOON)
(under construction).

HONGKONG HOTEL GARAGE.
TOWN GARAGE & SHOW ROOMS
(Pedder Street).
RUSSELL STREET GARAGE.
REPULSE BAY GARAGE

PROPRIETORS:
THE HONGKONG HOTEL CO., LTD.

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KING EDWARD HOTEL.

CENTRAL LOCATION.

Electric Lifts and Lighting.
Telephone on Each Floor.
Hotel Launch Meets all Steamers.
Telephone No. 373.
Tel. Address: "VICTORIA".

J. WITCHELL,
Manager.
17]

THE PEAK HOTEL.

1,500 feet above sea level.
15 minutes from landing stage.
Under the Management of
MRS. BLAIR.

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THE VICTORIA HOTEL.
CANTON.

Situated on the British Concession, Shameen.
The only European Hotel in Canton.
Guides and Chairs provided.
Every information and special attention given to Tourists.
Reasonable Rates.
WM. FARMER ... ...Proprietor
CHRISTOPHER BUTTON ...Manager.
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PALACE HOTEL, KOWLOON.
Corner of Haiphong & Hankow Rds.
Tel. K. 3. Tel. Address: Palace.

TWO Minutes from Ferry and Railway Station. This Hotel which has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.
Cuisine under personal supervision of the Proprietor.
BAR AND BILLIARD ROOMS.
TERMS MODERATE.
Special arrangement for families on application to—

J. H. OXBERRY,
Proprietors.
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MITSUBISHI SHOJI KAISHA, LTD.
(MITSUBISHI TRADING CO., LTD.)
COAL, GENERAL IMPORTS AND EXPORTS.

Sole Proprietor of Coal Mines of TAKASHIMA, OCHI, MUTARE, KISHIMARE, YOSHINOTANI, HOJO, NAMAZUTA, SAYO, SHINNEW, KANADA, KAMIYAMADA, BIBAI & OYUBARI.
Agents for SAKIT Coal.

Head Office:—TOKYO.

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Cable Address:—IWASKISAL,
Codes:—A1, A.B.C. 5th Ed., Western Union and Bentley's.

Agency for:—The Mitsubishi Marine and Fire Insurance Co.
The Osaka Marine and Fire Insurance Co.

For particulars apply to—
S. KOMURA, Manager.
14, Pedder Street, Hongkong.
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THORNYCROFT

JOHN I. THORNYCROFT & CO., LIMITED.

SHIPBUILDERS AND ENGINEERS,

LONDON, SOUTHAMPTON AND BASINGSTOKE.

Shanghai Office: 10, Kiukiang Road.

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines in Stock

For quotation apply—

SHANGHAI OFFICE.

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Mackintosh

and Co., Ltd.

SUMMER UNDERWEAR

30 DOZ. MORLEY'S INDIA GAUZE VESTS

With or without Buttons No. 02 and No. 04.

SPECIAL FOR A FEW DAYS ONLY.

Regular Selling $5.00 each. Special $3.00 each.

16, Des Vœux Road. Phone 29.

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HONGKONG HOTEL CO., LIMITED

—:o:—

OPERATING—

HONGKONG HOTEL GARAGE	Telephone No. 32.
RUSSELL STREET GARAGE	Telephone No. 659.
REPULSE BAY GARAGE	Telephone No. 881.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA FOR

ROLLS ROYCE	Cars.
STUDEBAKER CORPORATION	Cars.
WHITE COMPANY	Commercial Trucks.
UNITED STATES RUBBER CO.	Tyres & Rubber Goods.
A. E. LE JEUNE	Motor Car Mascots.

HEAD OFFICE AND SHOW ROOM IN EDDER STREET.

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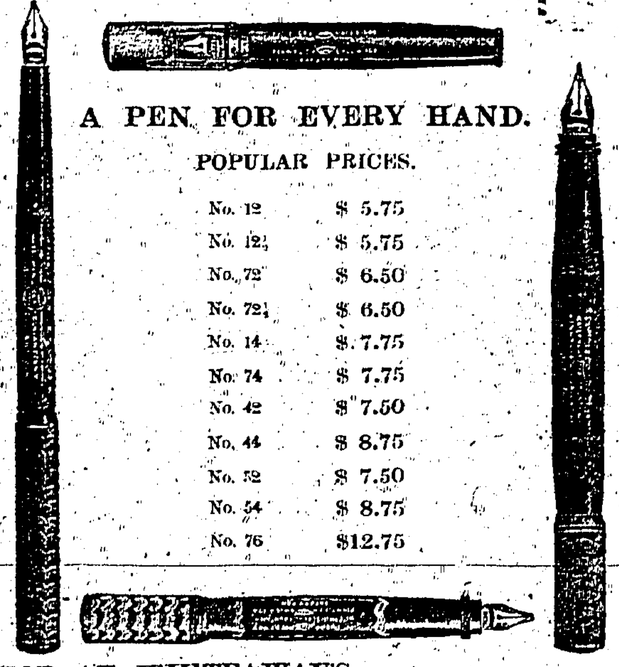
WHITEAWAY'S

FOR

WATERMAN'S PENS



A PEN FOR EVERY HAND.

POPULAR PRICES.

No. 12	$ 5.75
No. 12½	$ 5.75
No. 72	$ 6.50
No. 72½	$ 6.50
No. 14	$ 7.75
No. 74	$ 7.75
No. 42	$ 7.50
No. 44	$ 8.75
No. 52	$ 7.50
No. 54	$ 8.75
No. 76	$12.75

SHOP AT WHITEAWAY'S.

THE POPULAR "CASH" STORE.

"WHERE YOUR DOLLAR GOES FARTHEST."

WHITEAWAY, LAIDLAW & CO., LTD.,

HONGKONG. 714

JAPAN'S NEW SHIPBUILDING LAW.

EXEMPTS NEEDED MATERIALS FROM IMPORT DUTY.

MORE VESSELS WANTED.

Ordinances of the Finance Department and of the Department of Communications, containing regulations for the operation of the law providing for the abolition of the import duty on shipbuilding materials, were issued in the *Official Gazette* yesterday. The law takes effect from June 1st. The following are the salient points of the law and ordinances, as summarized by the authorities:

1.—The articles to be exempted from import duty are iron and steel materials; new inventions; special articles for fitting up vessels which it is difficult to manufacture in Japan and parts of such articles; engines and parts of engines; all to be used for the construction or repairing of iron and steel vessels.

2.—Written recognition of the authorities concerned shall be obtained in regard to the actual building programme of a particular vessel, when the articles to be imported are to be used for the construction of vessels, and in regard to the prospective quantity of materials to be used during a specified period when they are to be used in repairs. The declaration of importation to be submitted to the Customs shall be accompanied by the written recognition mentioned.

EXPLANATION ISSUED.

An explanatory statement issued by the Department of Communications regarding the new regulations follows:—

"In March, 1896, a Shipbuilding Encouragement Law was promulgated under which a subsidy was granted for the construction of vessels. During the war, however, the shipbuilding industry of this country showed unprecedented prosperity, and the construction of new ships greatly increased. It thus became unnecessary to take any special measures for encouragement. In July, 1917, a law was promulgated discontinuing the practice of giving encouragement subsidies, and under this law the Encouragement Law automatically became null and void in December, 1919, when its term matured. Since that time no action has been taken.

"It need scarcely be said that in the light of the geographical position of this country shipping is of great importance from the points of view of national defence, industry and trade. The carrying trade is dependent on a superior and large fleet. In Japan not only is the number of merchantmen insufficient, but superior vessels are also scarce.

NEED ENCOURAGEMENT AGAIN.

It is clear that Japan needs a further great increase in vessels, but the shipbuilding industry of this country is at many disadvantages compared with that of foreign countries. Unless steps are taken to remedy the situation, it will be impossible to supply cheap and suitable vessels at home. It is true that during the war there was so great an increase of new vessels that the Shipbuilding Encouragement Law was suspended, but the prosperity was due to a temporary phenomenon consequent upon the world-wide scarcity of tonnage and the stoppage of the supply of vessels by foreign countries. Since the war terminated, the shipbuilding industry of this country has been gradually reverting to the pre-war conditions, and in returning to a disadvantageous position.

"The Government has been attentive to the necessity of removing the disadvantages, and addressed a questionaire to the Provisional Financial and Economic Investigation Commission. This body has recommended that of many disadvantages, it is most urgently necessary that steps should be taken to enable shipbuilders to obtain freely and cheaply shipbuilding materials and materials for fitting up vessels. Acting on this recommendation, the Government introduced a bill in the last session of the Diet providing for the abolition of import duty on iron and steel, engines, appliances and parts used for the construction or repairing of vessels. Passed by both Houses of the Diet, the law was promulgated some time ago, and regulations of the Finance Department and the Department of Communications have now been issued, both to be effective from June 1st.

FURTHER SUBSIDY EXPECTED.

"By the law Japanese shipbuilders will be enabled to approach appreciably near the position of their foreign rivals in regard to the acquisition of shipbuilding materials, but it will not bestow any particular protection on them. Indeed, a healthy development of the industry will depend largely on the efforts of the shipbuilders themselves."

It is reported, says the *Japan Advertiser*, that a further measure of protection is contemplated by the authorities whose object is apparently two fold. When foreign supplies of shipbuilding materials are free from import duty, shipbuilders naturally prefer imports to home products, as the former are in most cases of better quality. This is not conducive to the iron and steel industry, which the authorities also desire to protect. It is true that the import duties on iron and steel other than those used in shipbuilding have been raised, but shipbuilding materials are exempt from the duty. It is accordingly proposed to grant an encouragement subsidy when vessels are built with materials produced at home. It is said that this proposal is now the subject of investigation among the authorities of the Finance Department and of the Department of Communications.

AN AIR FORCE ROMANCE.

According to the *Daily Express* a fortune of £60,000 and a station in Queensland have just become the property of Miss Maisie Major, a Lincolnshire girl, aged 19. Miss Major made the acquaintance of Captain Donald Bonds, of the Australian Air Force, during the war, and they became engaged. Captain Bonds died of pneumonia three weeks ago, however leaving a will in favour of his fiance, Miss Major proposed when the will has been proved, to take her parents to Australia and live on the station.

BRITISH TRADE WITH CHINA.

LONDON CHAMBER OF COMMERCE REPORT.

The report of the Far Eastern Section of the London Chamber of Commerce, of which the chairman is Mr. Frederick Anderson, and the deputy-chairman, Mr. Charles V. Sale, notes that the Section met but seldom, but several subjects of importance were dealt with, mostly by correspondence. An address was given by Sir John Jordan on his return to England, and Mr. H. H. Fox, C.M.G. (H.M. Commercial Counsellor in China), also spoke.

CONTRACTUAL RESPONSIBILITIES.—Early in the year representations reached the Section from the Shanghai British Chamber of Commerce, having reference to contracts for machinery. It was alleged British manufacturers were refusing to fulfil contracts made during the war except at greatly enhanced prices, and that new contracts contained what was known as the "advance" clause. The Shanghai Chamber pointed out that the backbone of trade in China is the firm offer and definite contract, and emphasised the harm which would be done to British trade with China in machinery. Communications were addressed to the Federation of British Industries, and the Manchester, Bradford, Liverpool and other leading Chambers; a circular was also issued to the whole of the members of the Section. In general, it may be said that British manufacturers and merchants at home strongly deprecated any attempt to raise prices on a definite contract; on the other hand, it was pointed out that the practice of inserting the advance clause was followed in all industries, and, in the circumstances, was unavoidable. The decline in markets, which set in later, necessarily relieved the situation.

PIECE GOODS TRADE.—A well-attended meeting took place in July, relative to the crisis in the China piece goods trade, owing to the rapid fall of silver which brought about cancellations on the part of the Chinese. The Chinese Chamber of Commerce in Shanghai suggested an extension, to six months, of the period for taking delivery of goods arriving or afloat and the cancellation of contracts for goods not already shipped. A resolution was passed that the Lancashire trade should not accept cancellations (unless mutually agreed upon), but that some immediate steps should be taken to alleviate the present abnormal position by postponement of shipments, and that manufacturers, merchants and exporters should co-operate to this end.

FAR EASTERN TRADE.

GOVERNMENT CREDIT SCHEME.

Mr. Jas. S. McConechy, Joint Hon. Secretary of the Manchester Association of Importers and Exporters, has sent the following letter to the President of the Board of Trade and the Department of Overseas Trade:—

"I am desired by the Council to inform you that it has been brought to their notice that H.M. Government are contemplating the extension of the Government Export Credit Scheme to India and the Far East. I am to acquaint you with the fact that in the opinion of this Association such a step is most undesirable, especially at present, when the trading relations in these markets are in such a state of uncertainty. The Council consider that the available financial and trading machinery is sufficient to meet all the requirements, as the commercial houses have their own extensive ramifications throughout the East, and the Exchange Banks are capable of carrying out all the financial arrangements and of granting the necessary credits required to meet all the trading transactions. In many respects the introduction of the Government Credit Scheme in the Far Eastern trade and the United Kingdom would have a detrimental effect and cause unnecessary complications."

SCRIPTURAL MINING.

Which is the first mention of mining in literature? One can hardly get much further back than the Book of Job, in the twenty-eighth chapter of which the operation is described in surprising detail. The writer tells of a district—probably Sinai or Egypt—where "iron is taken out of the earth and copper is molten out of the stone." Man setteth an end to darkness"—carrying his light down the mine or shaft—"and searcheth out to the furthest bound the stones of thick darkness"—a description which would be suitable for coal. The sinking of the shaft is described: "He breaketh open a shaft away from where men sojourn; they are forgotten of the foot that passeth by. They hang afar; they swing to and fro"—as they descend into the bowels of the earth. The ninth verse suggests an anticipation of blasting long prior to the days of explosives. Then there is an allusion to draining; and damming the waters is mentioned in the next verse: "He bindeth the streams that they trickle not."

AMBER GLASSES.

Amber lenses have proved to be most efficient for out-door wear in the tropical sun. All irritating light rays are absorbed and the result is a restful feeling to the eye and a relief from the white glare. Amber lenses are especially recommended to those whose work takes them in the sun. Army officers find them indispensable in the range, persons contemplating a sea voyage will find these glasses almost a necessity. Amber lenses of any prescription in either regular or Toric forms are manufactured by The Hongkong Optical Co., Successors to Clark & Co., Scientific Opticians, located in Queen's Road, Central.—ADVT. [562

BY APPOINTMENT

Apollinaris

NATURAL MINERAL WATER.

NOW AGAIN OBTAINABLE

Since its foundation in 1872, the Apollinaris business has always been BRITISH-OWNED.

THE APOLLINARIS CO., LTD.

Obtainable at:

THE HONGKONG HOTEL
THE REPULSE BAY HOTEL
and all leading Clubs & Stores.

Sold by:

LANE, CRAWFORD & CO.

723

NOTICE.

MESSRS. GILLARD & CO.

HAVE GREAT PLEASURE

in informing the PUBLIC that they have just received

THE WARRANT OF APPOINTMENT

AS

SAUCE and PICKLE MAKERS TO

H.R.H. THE PRINCE OF WALES

THESE SAUCES and PICKLES

May be obtained from

LANE, CRAWFORD & CO.
and
All other Stores.

SHOULD THEY BE UNOBTAINABLE FROM YOUR DEALER, PLEASE COMMUNICATE WITH

DONNELLY & WHYTE,

TEL. 636.

TO SMOKERS

In spite of falling exchange and also of higher duty, we can supply you the following Cigars at moderate prices:

LA TRAVIATA MANILA CIGARS

Excelentes	$4.50	25's	R. Victoria	$9.00	100's
Especiales	$3.50	25's	do.	$4.75	50's
Jockey Club	$4.50	25's	Londres	$4.50	100's
Perfectos	$3.00	25's	do.	$2.50	50's

Tabaqueria Filipina,

38, Queen's Road Central.

938

Hotels in Japan & Manchuria

MEMBERS OF JAPAN HOTEL ASSOCIATION.

—:o:—

Average Rates for Single Rooms (without Bath) including meals

Y10—12 in cities and some popular resorts.

Y 8—10 in country districts.

IN JAPAN PROPER

Chuzenji (Nikko):—
Lakeside Hotel
Kamakura:—
Kaihin Hotel
Karuizawa:—
Mikasa Hotel
Mampei Hotel
Kobe:—
Oriental Hotel
Tor Hotel
Kyoto:—
Kyoto Hotel
Miyako Hotel
Matsushima:—
Park Hotel
Miyajima:—
Miyajima Hotel
Miyanoshita:—
Fujiya Hotel
Nagasaki:—
Japan Hotel
Nara:—
Nara Hotel
Nikko:—
Kanaya Hotel
Nikko Hotel
Osaka:—
Osaka Hotel
Shimonoseki:—
San-yo Hotel
Shizuoka:—
Daitokwan Hotel
Tokyo:—
Imperial Hotel
Tokyo Station Hotel
Tsukiji Seiyoken Hotel
Yokohama:—
Grand Hotel

IN TAIWAN (FORMOSA)

Taihoku:—Taiwan Railway Hotel

IN CHOSEN

Keijo (Seoul):—
Chosen Hotel
Fusan:—
Fusan Station Hotel
Shingishu:—
Shingishu Station Hotel

IN MANCHURIA

Changchun:—
Yamato Hotel
Dairen:—
Yamato Hotel
Hoshigaura:—
Yamato Hotel
Hotel (Mukden):—
Yamato Hotel
Ryojun (Port Arthur):—
Yamato Hotel

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CHINESE CUSTOM AND ENGLISH LAW.

ACT OF 1623 QUOTED.

IN SUMMARY COURT ACTION.

Before the Puisne Judge (Mr. J. R. Wood) in the Summary Court, yesterday, the Kat Cheung firm sought to recover from Leung Man Cook and Wan Shau sums of $143.32 and $677.36, respectively, being balance due for goods sold and money advanced by the firm to the defendants.

Mr. F. G. Vaux appeared for the plaintiffs and Mr. W. B. Hind for the defendants.

The facts, as to which the parties agreed, were that the defendants were in the employment of the plaintiff firm for a period exceeding six years down to the last Chinese year when the business was closed. Under their service they became entitled to wages and commission. They received neither, but amounts were credited to them by the firm in its accounts. The defendants received goods sold, and advance of money from the firm, and these amounts were debited against them. A balance was struck at the end of the Chinese year and was for some years against the defendants. The plaintiff claimed the final balance against each defendant. Liability was disputed by the defendants in respect of those items which were more than three years old.

Mr. Hind referred his Honour to the Limitation Act of 1623 which set out that all action for debt must be brought within six years after the cause of actions. The Act constituted a total prohibition but a decision given in a case in 1827 laid it down that a verbal acknowledgment of a debt was sufficient to keep the debt alive—provided that the verbal acknowledgment amounted to a promise to pay. In England, the plaintiff in the present case would have been limited to a period of six years but the 1873 Ordinance, in Hongkong, provided that all actions must be commenced within three years.

His Honour said that there was no doubt that the practice of the Court in the past had been to hold a verbal acknowledgment valid.

Mr. Hind urged that the Ordinance was not sufficiently clear and explicit to overrule the older law.

Mr. Vaux said he was not claiming that a verbal acknowledgment, but part payment, had been made. It was an established principle, he contended, that part payment constituted acknowledgment of a debt and a promise to pay.

Mr. Hind replied that on the facts disclosed in the present case there was no part payment. A part payment must be an act performed by the defendants, not a credit accruing to them.

Evidence was then given. The managing partner of the plaintiff firm said that at the end of each year the balances were shown to the defendants in order to make sure that there should be no dispute regarding them. The defendants in the box denied that they agreed as to the correctness of the balances, but his Honour said that he disbelieved their evidence on this point.

The question to be decided, his Honour said, was as to whether neglect to collect the wages due constituted payment on the part of the defendants.

Mr. Vaux urged that when a balance was struck disclosing an over-payment a man had, in equity, been paid his wages. The debt was due and it was only a question as to whether the defendants could avoid payment under the Statutes.

His Honour said he would go into the question and deliver judgment later.

HOUSE AND SHOP BURNED DOWN.

CONSIDERABLE DAMAGE DONE.

Early yesterday morning, a fire occurred on the ground floor of No. 6, Koshing Street, West Point, occupied by the Kwong Hing Cheung medicine shop. Aided by a strong wind, the flames spread rapidly to the two floors above and the whole place was soon well ablaze. The Fire Brigade was early on the scene, but the flames had taken such a strong hold that their efforts were of no avail, and all three floors were completely gutted.

The brigade had to work strenuously to prevent the flames from spreading to neighbouring houses. It was two hours before the fire could be left. The Kwong Hing Cheung firm suffered damage to the extent of $10,000, which is covered by the Sun Insurance Co., for $5,600, and the Chun On Insurance Co., for $4,500.

The damage done to the first floor, which was occupied by the Kwong Seng shark fin firm, has not yet been ascertained. The top floor was used as a dwelling. All the inmates managed to escaped, but lost their property. The outbreak is believed to have been caused by sparks from a stove used for drying herbs.

It is announced in the *London Gazette* that the King has nominated the Right Rev. Cecil Henry Boutflower, D.D., sometime Bishop in the Missionary District of South Tokyo, Japan, to be Bishop Suffragan of Southampton, in the diocese of Winchester. Dr. Boutflower, at the time of the Pan-Anglican Congress, took a keen interest in the missionary section, and having offered himself for service abroad, he was appointed in 1909 to the Bishopric of South Tokyo.

BENEFICIARY AND HIS TRUSTEES.

DECISION AS TO THEIR LEGAL POWERS.

WITH SIDELIGHTS ON THE HOUSING PROBLEM.

The Puisne Judge (Mr. J. R. Wood) gave judgment, yesterday afternoon, in the Summary Court, in an interesting case connected with a will.

Mr. Leo D'Almada represented the plaintiffs and Mr. Watson the defendants.

The defendant, Tai Tung Lim, was the sole beneficiary under a will in respect of property at 269, Queen's Road Central. This was rented at $170 a month, but he gave a written undertaking to the plaintiffs, the Kung Hang Wing firm, to let it to them at an enhanced rent of $220. The defendant, however, did not attend at the solicitor's office to complete the agreement. His explanation in Court was that he could not get his fellow trustees to agree to turn out the present tenant in favour of the new ones. The plaintiffs said that as the defendant put his name to the undertaking without disclosing any limitation that he was under, he was liable for damages; plaintiffs claimed $750 damages and the return of $220 paid as deposit.

In his judgment, the Puisne Judge observed that the defendant signed "the preliminary agreement for the lease, with his own name, without disclosure of any "capacity" in which he was signing. The plaintiffs had no notice and no knowledge that they were dealing with the defendant as trustee, or in any limited capacity.

As to the administration of the estate, it was agreed that the duties of the executors under the will had been completed, and that, on the date of the agreement forming the subject of the action, the executors and trustees named in the will were acting as trustees only. The defendant, himself, said in evidence that since his mother's death he had received the rents from tenants, and had signed rent receipts in his own name. The tenants had continued in occupation without new agreements and made their complaints, if any, to him.

"In his evidence," added the Judge, "the defendant stated that the agreement was signed by his wife and not by himself, but I have been asked by both parties to disregard this statement and to assume that the agreement was duly made by the defendant himself."

It was argued by the defence that the breach was due to an "unforeseen defect" in the defendant's own title; that he had contracted, expecting to obtain the concurrence of the other trustees. The plaintiff's solicitor claimed that, as sole beneficiary, the defendant could exercise the powers to grant leases provided by the Settled Estates Acts, and must therefore be held liable. Mr. Watson had quoted a case in which it had been held that the peculiar provisions of the will prevented the exercise of the power referred to, but his Honour said that, after carefully reading the will, he could see nothing of that sort in the present case. A particular clause, to which Mr. Watson had directed attention, his Honour said he did not think was a parallel.

"In my opinion" (concluded the Judge) "the defendant, in committing this breach of agreement, has neglected to exercise a legal power, which it was open to him to use, and is therefore liable in damages to the plaintiffs."

MERELY BORROWED IT.

THEFT FROM H.M.S. "TITANIA."

Chief Petty Officer Robert Searle, of H.M.S. *Titania*, brought a charge of theft against a Chinese before Mr. G. N. Orme, at the Magistracy, yesterday. He said he left his topee in his office on board the ship, and missed it when he wanted it. On deck he saw the defendant wearing the hat, and about to leave the ship.

The defendant's explanation was as follows: he took a sack of potatoes on board the ship and had occasion to take off his shoe to knock down a nail which was hurting his foot. The sun was hot on the deck, and seeing the topee lying there, handy, he put it on. The hat was old and broken, and he thought that it was discarded. He had no intention of taking the hat away. He merely borrowed it to wear while on the deck of the ship.

The Magistrate passed sentence of one month's imprisonment with hard labour.

TOBACCO SMUGGLING.

TWO BIG HAULS IN THE HARBOUR.

Chief Preventive Officer Watt and other revenue officers boarded the s.s. *Chuenchow* on her arrival from Macao and seized, in the hold, 90,000 dutiable Three Castles Magnum cigarettes contained in five cases, shipped as joss sticks. Detectives were left on board to wait for the consignees to take delivery of the cargo, but apparently they had been informed of the presence of the revenue men, for they did not appear. At 5 p.m., as the vessel was about to leave on her return trip to Macao, the cigarettes were landed and removed to the Import and Export Office. Yesterday, when the s.s. *Sunning* was searched on arrival from Canton, 8,500 dutiable cigars were seized from among her cargo. In this instance also, the smugglers were not discovered, and the cigars were confiscated.

ALLEGATION AGAINST EUROPEAN POLICE OFFICER.

ARRESTED MAN'S INJURIES.

VERDICT OF CORONER'S JURY.

Mr. G. N. Orme was occupied, as Coroner, for two afternoons this week, in an inquiry into the circumstances of the death of Tse Cheung, a wharf coolie, of 2, Wa Ning Lane. The deceased sustained fatal injuries whilst endeavouring to avoid arrest for gambling, on May 28th.

The members of the jury were:—Mr. A. D. Humphreys, Mr. F. M. Franco and Mr. J. I. Tavares.

Mr. Hall attended on behalf of the widow.

Chan Kai said he was gambling with the deceased in Tung Hang Lane on the afternoon of May 28th. Two European police officers entered the lane and he and the deceased ran away. The deceased had only gone two paces when "P.-c. 41" (Lance-sergeant A41, Reginald Earnshaw) drew his truncheon and struck the deceased a blow on the right temple. The man ran three more paces and then collided with the corner of a wall and fell down. He got up after a time and continued to run and the constable still gave chase. The man fell again and the constable "trampled three times upon him." He next saw the constable trying to raise the man, who appeared unable to move. The constable went to a shop and got water and washed blood from the deceased's head. "I stood there, but I did not help, and then I came away."

Dr. C. W. McKenny, assistant superintendent of the Government Civil Hospital, said that the deceased was admitted to the hospital, delirious, at 3.35 p.m., on May 28th, and died at 3.45 p.m., the next day, without recovering consciousness. He made a *post-mortem* examination. There were no marks of external violence except a small incised wound on the inner side of the left eyebrow and a bruised, lacerated area on the right back portion of the scalp. There was a complete fracture of the skull and a good deal of haemorrhage into the brain. There were signs of healed tuberculosis of the lungs but the condition of the lungs had nothing to do with the cause of death. "I am decidedly of opinion," said Dr. McKenny, "that the one and only cause of death was a fracture of the skull and subsequent hœmorrhage. The fracture—the one important injury—might have been caused by any violent impact."

In reply to questions, Dr. McKenny said there was nothing to indicate whether the wound was caused by a rough or a smooth surface, nor whether by a blow or by a fall. The cut on the eye could have not have been caused by a truncheon; it must have been by a blow from, or impact against, something sharp.

In reply to the Jury, Dr. McKenny said an ordinary fall might have led to the injury, but its nature rather suggested more force than a mere fall.

So Kwai, the widow, gave evidence of identification, and alleged that on the evening after the occurrence a Chinese detective came to see her and asked her not to come and complain. "He said that if I did not come up to give evidence he would pay me several hundred dollars." Again, in the charge room, next day, he asked her how much would satisfy her. The witness picked out, in Court, the constable to whom she referred, and said his name was Wong Chui, C10.

POLICE-SERGEANT'S EVIDENCE.

Lance-Sergeant Reginald Earnshaw, A41, said that on May 28th, at 2.40 p.m., he was on duty in Wing Lok Street, in company with P.-c. 95, Knowles. He saw gambling going on in an alley, behind some hawkers' stalls, and he and P.-c. Knowles each chased one of the men. A third man—the deceased—in crossing the alley, slipped and fell against the corner of the lane, where it led into Connaught Road West. "I made a dive at him as he came away from the wall and fell on top of him. He struck his head on an earthenware jar, with money in it, which the gamblers had apparently been using, and was rendered unconscious. I got up, and called P.-c. Knowles and he gave assistance. I fetched water and bathed the man's head. I did not take the earthenware jar away at the time; when I returned from the hospital I looked for it but it had gone. It was a jar like a tea-pot with a spout and a cover. I had no truncheon with me that day; I believe P.-c. Knowles had, but I am not sure." The witness added that he could "feel" the deceased sustaining a blow to his head. He was conscious, as they both fell, that the deceased knocked his head on the jar. He did not notice if the jar was broken.

In reply to Mr. Hall, the witness said it was the rule to carry a truncheon on duty but he did not carry one "because the cut of his trousers was so bad that it was uncomfortable to carry a truncheon in them." The Inspector on duty did not know that he had not got one with him. He thought the wound on the deceased's eye was caused by the blow against the edge of the wall. "I say the deceased did not fall until I came on top of him. I deny that I used a truncheon upon him. I deny having put my foot upon the deceased either three times or at all. I took no part in telling any Chinese constable to approach the widow of the deceased."

P.-c. Robert Knowles, A95, said he only saw the end of the incident, when the deceased was on the ground. He saw the earthenware pot but did not notice whether it was broken. He did not take out his own truncheon nor did he see Lance-Sergeant Earnshaw use one.

Wong Chui, Chinese constable C10, said he was instructed to make inquiries into the case and to try and find witnesses. He called on the widow to tell her to come to the Court to give evidence of identification. He made no such suggestions to her as she had alleged.

The jury said they were unanimously of opinion that the deceased met his death by an accident, in the scuffle with Lance-Sergeant Earnshaw, and in the

SPORT.

CRICKET.

After being postponed on several occasions the final match in the Garrison Cricket League was played at Happy Valley, on Wednesday, between "D" Co. 2/Wiltshires and the Royal Engineers. The R.E. took first knock and found that McDonell and Purton were sending down good stuff, as the first three wickets produced only thirteen runs. Redpath, who opened the innings, played forceful cricket and remained in to see the score board register the century, his contribution being 73, which included a hit over the race-course for 6. He gave a chance behind the wicket before he reached double figures. The innings closed for 113.

The Witshires started well, and Mr. McDonell, when nicely set, was l.b.w. to Townsend for a well-played 18. Pearson, who was well assisted by a smart field, played havoc with the "tail," and the Wilts were dismissed with a total of 90, leaving the R.E. winners of the League by 23 runs.

Scores:

ROYAL ENGINEERS.

S.S. Redpath, c Pritchard, b Amor	73
L/Cpl. Jacobson, b Purton	0
C.S.M. Pearson, c Pritchard, b McDonell	5
Lieut. Hammond, b Purton	0
L/Cpl. Hayward b McDonell	0
Spr. Estoffe, c Hardy, b McDonell	1
S.S. Middleton, run out	3
L/Cpl. Hallam, c Pritchard, b Purton	6
Cpl. Sparry, b Purton	12
Cpl. Townsend, not out	8
Spe. Cleaver, c Trivett, b Purton	5
Extras	0
Total	113

Bowling Analysis.

	O.	M.	R.	W.
Purton	14	1	45	5
McDonell	11	0	52	3
Amor	3	1	16	1

2/WILTSHIRES.

Capt. Botts, c Townsend, b Pearson	5
Major Timmis, b Pearson	9
Lieut. McDonell, l.b.w. Townsend	18
Sgt. Holdman, c and b Pearson	0
L/Cpl. Pearson, b Hammond	14
Lieut. Deane, b Pearson	24
L/Cpl. Trivett, c Hallam, b Pearson	4
Sgt. Brewer, run out	1
Lieut. Pritchard, c Hallam, b Pearson	4
Pte. Hardy, c Middleton, b Pearson	0
L/Cpl. Amor, not out	1
Extras	10
Total	90

Bowling Analysis.

	O.	M.	R.	W.
Pearson	10.2	0	25	7
Hammond	9	2	20	1
Townsend	7	0	16	1
Middleton	4	0	10	0
Jacobson	2	0	9	0

TENNIS.

The Garrison Tennis League commenced on Tuesday. This year it has been decided that each pair in the team will play each opposing pair one set. Each team to consist of six players.

The Royal Engineers beat the R.A.M.C. by seven sets to two.

Scores:—R.E.—S.M. Smith and S.Sgt. Hamblin beat S.M. Thompson and Cpl. Stone; lost to Cpl. Savage and S.Sgt. Jane; beat Sgt. Hollands and Sgt. Wilkinson. C.S.M. Pearson and Cpl. Hallam beat Thompson and Stone; beat Savage and Jane; beat Hollands and Wilkinson. Spr. Hirst and Spr. Coupland lost to Thompson and Stone; beat Savage and Jane; beat Hollands and Wilkinson.

R.A.O.C. beat 2/Wiltshires by five sets to four.

R.A.O.C.—Capt. Spinks and S.M. Haynes, beat Murant and Rogers; beat Band-Master Eatson and Pte. Menham; beat Greenaway and Turner. Condr. Longstaff and S.M. Foster beat Greenaway and Turner; lost to Murant and Rogers; lost to Eatson and Menham, S.M. Swinburne and S.Sgt. Bradley lost to Murant and Rogers; lost to Eatson and Menham; beat Greenaway and Turner.

The match between R.G.A. and R.A.S.C. was postponed.

WATER POLO.

At the V.R.C. bath the home team beat the R.G.A. by nine goals to three. Mr. R. C. Witchell was the outstanding player and scored five of the goals for the winning team.

COLONIAL RESOURCES.

GOOD WORK BY THE IMPERIAL INSTITUTE.

The *Westminster Gazette* publishes a glowing account of the valuable work which is being performed by the Imperial Institute in the interests of the development of Dominion and Colonial resources.

Wonderful results have been obtained from hitherto comparatively useless materials.

The most notable results are those which have been obtained from the South African wattle bark which is yielding tannin, paper and cardboard; and from Sinhalese thorium and minerals; the Indian azowa plant which is yielding thymol, a drug which was formerly a German monopoly; and Egyptian benbane, which is giving antropin and other medicinal alkaloids.

The galleries of the Institute at present are laden with samples of all British Overseas productions.

In view of the widespread interest which has been created in the Intelligence Section, which is described as a model of efficiency, arrangements are being made specially to conduct parties of students from all over the country through the the Institute on three afternoons during the week until the end of July.

LANE, CRAWFORD & CO.

ENGLISH BOOTS AND SHOES

FOR ALL SEASONS.

A SHOE THAT ENHANCES THE PLEASURE OF WALKING.

MADE IN BLACK AND BROWN, BOX CALF AND GLACE KID

FOR HARD WEAR—THERE IS NOTHING BETTER MADE.

BROGUE SHOES

THE IDEAL SHOE

FOR GOLFERS

AND ALL SPORTSMEN.

From $25.00 to $40.00 pair.

ALL WHITE

ENGLISH AND AMERICAN

BOOTS AND SHOES

DURING THE SEASON WE CAN SHOW YOU A LARGE SELECTION OF STYLES IN CANVAS, AND NUBUCK, WITH LEATHER AND NEOLIN SOLES.

$15.00 to $25.00 pair.

FAMOUS WHISKIES

AT REDUCED PRICES

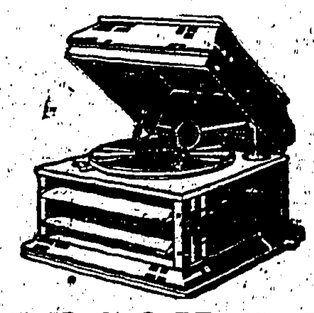
	Per doz.	Per bot.
ROYAL GEORGE—EXTRA SPECIAL LIQUEUR	$40	$3.50
DUNVILLES TWO CROWN—SPECIAL SCOTCH	40	3.50
WHITE HORSE CELLAR	44	3.75
NAPIER JOHNSTONE—SQUARE BOTTLE	44	3.75
PALL MALL—GUARANTEED 11 YEARS OLD	45	3.80

For Coast and Ships orders of not less than 1 dozen $12 per case should be deducted from the above prices.

LANE, CRAWFORD & CO.

COLUMBIA GRAFONOLAS

NEW STOCK JUST RECEIVED



ANDERSON'S (THE COLUMBIA SHOP).

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TAILORING DEPARTMENT

WE ARE NOW SHOWING A LARGE ASSORTMENT OF

SUMMER SUITINGS

IN

WHITE SERGES, CASHMERES, and FLANNELS.

WE INVITE YOU TO INSPECT OUR CELEBRATED

"TAIPO CLOTH"

FOR SUMMER WEAR.

NEW ADVERTISEMENTS

ROYAL HONGKONG GOLF CLUB.

CONSIGNMENT of selected Clubs has been received from Messrs. D. & W. AUCHTERLONIE, St. Andrews, and may be had at Happy Valley or Fan Ling Club Houses.
Hongkong, June 16th, 1921. [1073

THE SHELL TRANSPORT & TRADING CO., LTD.

A FINAL DIVIDEND 5/- per Share, free of Income Tax, has been declared on account of the year 1920. It is payable on the 5th July next. Coupon No. 37.
FOR THE ASIATIC PETROLEUM CO. (S.C.), LTD.,
W. H. BELL.
Hongkong, June 16th, 1921. 1074

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 20th day of JUNE, 1921, at 3 P.M., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR of One Lot of CROWN LAND at Mount Davis in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

Sale of No.	Registry No.	Locality.	Boundary Measurements.				Contents Square feet.	Annual Rental	Upper Price.
			N.	E.	S.	W.		$	$
Inland No. 223.	West of Inland Lot No. 219.	Mount Davis.	feet. As per sale plan.	feet.	feet.	feet.	30,050.	30	4,000

[1069

G. R.

SALE BY TENDER OF H.M.S. "CADMUS"

TENDERS are invited for the purchase of the above named Ship with Engines and Boilers and various auxiliary machinery on board.
Full particulars of the Ship, conditions of sale, and permits to view the ship may be obtained on application to the undersigned.
Forms of Tender will be issued on application to the undersigned. A deposit of $100 is required before Forms of Tender can be issued.
The vessel will be on view from the 23RD MAY to the 25th June, inclusive, between the hours of 10 A.M. and 4 P.M., and Tenders must reach the Commodore's Office not later than 12 NOON, on MONDAY, 27th June.

Length over all ... 211 ft.
Length between Perpendiculars 195 „
Breadth extreme ... 33 „ 6 in.
Depth in hold (Top of Keel to Upper Deck Beam at side) ... 15 „ 3 „
Nominal Displacement ... 1070 Tons.
Propelling Machinery:—Vertical Inverted Triple expansion (Twin of 1,400 I.H.P.).
Cylinders:—High, Two of 11½"
Low, Two of 22½"
Intermediate. Two of 18"
Stroke 2'0"
Boilers:—Niclausse Water Tube, 4 No

H. G. LOWE,
Naval Store Officer.
Hongkong, May 9th 1921. [971

G. R.

SALE by tender of W. D. Vessel "HERCULES"

TENDERS are invited for the purchase of the above-named vessel with Engines and Boilers and various spare stores.
Tender forms will be issued on application to the undersigned.
Tender forms to reach the Ordnance Office, not later than 12 NOON, JULY 12TH, 1921.
The vessel is now lying at R.A.S.C. Pier and can be viewed on production of form of tender to the Officer in charge Transport, R.A.S.C.
Particulars of the vessel are:—
Steam vessel.

Length ... ... 85 feet.
Beam ... ... 17 „ 2 inches
Depth ... ... 10 „ 3 „
Displacement Tonnage ... 170.
Horse Power ... ... 350.
Knots ... ... 10.
Working pressure per sq. in. 150 lbs.
Engines by Cox & Co. Falmouth.
Vessel built at Falmouth.
Construction of vessel. Wood up to water line, iron plated above.
Approximate carrying capacity:—
25 Tons or 100 Passengers.

E. G. SPINKS, Captain,
Ordnance Officer.
R.A.O.C. Depot,
Queen's Road East
[1046

SEALED proposals for the purchase of the U.S. Army Transport "CROOK", Manila Bay, will be received at the Office of the Department Quartermaster, U.S. Army Building, Muelle San Francisco, Manila, P.I., until 11 A.M., JULY 15TH, 1921, at which time and place they will be opened.

PARTIAL DESCRIPTION.

Twin Screw.
Steel Hull

Tonnage, Gross	...4126	tons
„ Net	...2702	„
Length	...430'	2-1/2"
Beam	... 47'	1"
Moulded Depth	... 21'	3"
Mean Draft Light	... 11'	11"
„ „ Loaded	... 21'	3"
Displacement (normal)	...6600	tons
Bunker capacity	...1366	tons
Built in	...1882	
Speed	... 12	knots
Equipped with wireless	...	

Full description of vessel, terms of sale blank proposals, etc., may be obtained by applying to the American Consul-General, Hongkong.
1059

INTIMATIONS

ADMINISTRATIVE DEPARTMENT OF PUBLIC WORKS AT MACAO.

TENDER FOR SUPPLYING AND LAYING "PIPING" AND EXTRA PIECES IN CONNECTION THEREWITH FOR THE WORKS OF INSTALLATION OF POTABLE WATER FOR THE CITY OF MACAO.

NOTICE.

IT IS HEREBY NOTIFIED THAT PROPOSALS ARE INVITED within the period of TWO MONTHS commencing from the date of the publication of this NOTICE in the Government Gazette of that Province for supply of Material intended for the Works of Installation of Potable Water in the City of Macao, under the conditions stipulated on this NOTICE and also on the MEMORANDUM of UNDERTAKINGS, which forms part for the procedure of this TENDER, which will, from the same date, be posted up at the Secretary's Office of the Public Works, where it can be examined by THOSE who are interested therein during all working days from 10 A.M. to 4 P.M.

(I) GENERAL CONDITIONS for the SUPPLY.

1st—*Material to supply*—The supply should include all the Articles specified in the Statement relating to the procedure of the TENDER, and on the Drawings attached thereto, which may be summarily classified, as follows:—
(a) Piping and special pieces for connection therewith, being of cast iron, tested up to an atmospheric pression of 15c, viz.:—
4,000 meters (available length) of lineal pipes and 202 special pieces for connection and derivation of water—of a diameter of 0,m125
6,000 meters (available length) of lineal pipes and 214 special pieces for connection and derivation of water—of a diameter of 0,m100
10,000 meters (available length) of lineal pipes and 320 special pieces for connection and derivation of water—of a diameter of 0,m063
(b) Taps or sliding sluice valves tested up to same pression of 15c atmospherical, viz.:—
For pipes of 0,m125 diameter ..... 28 pieces
For pipes of 0,m100 diameter ..... 33 „
For pipes of 0,m063 diameter ..... 70 „
Valve Boxes ..... 105 „
(c) *Accessories for the deposits and distribution of water*, viz:—
Water sprinklers in the deposits...10 pieces
Water bellows for the deposit ...45 „
Air valves ... ...20 „
Street special fountains for public use of three kinds of designs ... ...42 „

(2nd) *Shape and quality of Material*:—
All material should be of the quality specified in the Memorandum of Undertakings, but the shapes may be modified differing from those shewn in the same; then, in that case the proposals should be accompanied by their respective drawings or explicit descriptions thereof.

(3rd) *Limit of time for supply*:—
All material should be supplied within a period not exceeding six months from the date of the acceptance of the proposals, the delivery and payment thereof, should be the same as stated in the respective Memorandum of Undertakings.

(II) *Special Conditions of Tender*:—
(1st) The proposals should be handed over under closed covers at the time of meeting, which will take place on the Fourteenth day of the month July, 1921 in the BOARD ROOM of the Public Works Department before a Committee presided by the Superintendent Engineer, at Noon, when the proposals shall be opened before all the respective concurrents or their legal representatives.
(2nd) In the proposals the quantities and individual prices of all the Articles mentioned in the statement attached to the procedure of Tender should be specified and also the total of the cost of supply by the preferred proposals in the adjudication, which should be accompanied by respective drawings or specifications, whichever the concurrent may deem it convenient to add for better comprehension thereof.
(3rd) The following documents should be attached to the proposals; without which same will not be entertained.
(a) Statement declaring to compromise paying in a deposit of 5 per cent. on the total amount of his offer, should same have been accepted within three days' time reckoning from the date, when he was duly advised that his proposals were accepted.
(b) In case the concurrent is a foreigner or being absent, legal power of attorney should be provided in favour of his representative with full power to act in his stead for all the purposes relating to the concurrence and adjudication.
(c) In case the concurrent being a foreigner, he should besides, produce a statement duly certified declaring that he entirely waives his rights as being so in all the subjects relating to the tender and the performance of the supply until the final execution thereof.
(4th) The adjudication will be granted to the concurrent who has proposed to make the supply under the conditions prescribed in the Memorandum of Undertakings for lowest prices.

The Administration of the Public Works reserve to themselves the right to refuse to grant the adjudication, once it may be considered prejudicial to the interests of the Government, and the concurrents shall have no reason whatever to make any complaint thereof.
Administration Department of the Public Works of Macao on the Sixth day of May, 1921.
(Signed ADRIANO AUGUSTO TRIGO,
Superintendent Engineer.
[1070

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LTD.

CERTIFICATE No. 4372 for 12 old silver shares Nos. 14857/68 now converted into 60 Gold Shares in this Society standing in the name of REV. WILLIAM ROBERTS BEACH (Deceased), late of READING, has been LOST, and if at the expiration of one month from the date hereof the above document be not forthcoming the same will be deemed cancelled and of no effect, and a Certificate for the 60 Gold Shares will be issued in its stead by the Society.

O. MONTAGUE EDE,
General Manager.
Hongkong, May 24th, 1921. [984

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for Boxes CK, KX, LM, LN, LR, LU, LW, MA, MC, 50,

TO LET.—4 ROOMS, European House and Garden in Conduit Road. Apply to 10, CONDUIT ROAD. [81

FOR SALE.—TWO, Four Storied Semi-Detached HOUSES in the Central district, suitable for Offices. For full particulars apply to Box MD, *c/o Daily Press* Office. 82

BRITISH GROUP of MANUFACTURERS making competitive lines of all Hardware, Paints, Machinery and Plant with their own Technical Staff in China desire to hear of a first-class firm of Merchants who will work with them the territory of Hongkong, Kuangtung and Kuangsi. Replies in confidence to Box 1020, c/o *Daily Press* Office. [1020

REQUIRED a First-class Hardware and Machinery SALESMAN with good connection in Hongkong to take sole charge of Sale Office. Reply giving fullest details of age, experience, salary required, etc., to Box 1021, c/o *Daily Press* Office. [1021

TO LET

FURNISHED or Unfurnished, KELLET CREST. No. 66, The Peak.
Box No. 1050,
Care of *Daily Press* Office.
[1050

TO LET FURNISHED.

FROM June 24th to October 4th. No. 22, PEAK.
Apply—
G. M. HARSTON,
Hotel Mansions.
[1031

FOR SALE.

5-SEATER MAXWELL CAR. Tyres, practically new; Engine just been overhauled, $1,400 or best offer.
Apply—
Box 1058,
Care of *Daily Press* Office.
[1058

WANTED.

ENGINEERING, MACHINERY, & HARDWARE ASSISTANT (Chinese) for outport Agency. Must be good Salesman. Permanent position. Good prospects for energetic man.
Apply giving Age, full particulars of Experience and Salary expected to
Box No. 1035,
Care of *Daily Press* Office.
[1035

WANTED.

EUROPEAN FIRM requiries at once CHINESE CLERK. First-class knowledge of English essential. Apply own handwriting, stating age, qualifications, salary required to
Box No. 1057,
Care of *Daily Press* Office.
1057

JAPANESE NEW COMMEMORATIVE STAMPS.

50th anniversary of Postal System,
1½ SENS AND 3 SENS PICTORIAL,
at 10 cents per set of 2 Stamps.

GRACA & CO.,
Dealers in Postage Stamps, Philatelic Goods Post Cards, Toys, etc.
No. 10, WYNDHAM STREET, HONGKONG.
P.O. Box 620. [58

NOW ON SALE.

"DIRECTORY & CHRONICLE"
OF
CHINA, JAPAN, STRAITS SETTLEMENTS, INDO-CHINA, PHILIPPINES, Etc.
for 1921
59TH ANNUAL EDITION
containing
1,600 PAGES! 14 MAPS!
SPECIAL NEW MAP OF HONGKONG AND THE NEW TERRITORIES.

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Abridged Edition $3

INTIMATION

OLD BROWN BRANDY.

25 Years in wood.

Specially selected for

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS,

Telephone 616.

11

BIRTHS.

ANDERSON.—At Shanghai, on June 9th, to Mr. and Mrs. GEO. S. ANDERSON, a daughter.

FIELDER.—At Bournemouth, England, on June 10th, 1921, to Mr. and Mrs. B. E. FIELDER, a daughter. (By cable). [1071

DEATH.

SANNDERS.—At the Government Civil Hospital, on the 16th inst., PETER A. SANNDERS, aged 54 years, late Chief Officer s.s. *Hwah Ting*.
Funeral will pass the Monument at 5 p.m., to-day. Members C.C.O.G. accept this, the only, notice. [1072

HONGKONG OFFICE: 10A, DES VOEUX RD., C.
LONDON OFFICE: 161, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 17TH, 1921.

"THE NEXT WAR."

It would seem from a cable to-day that "the next war" has already arrived. It is a war between the Greeks and the Turks, with Russia assisting the Turks. What other Powers may become involved in the threatened conflagration in Asia Minor it is hardly possible to say. It is not a case in which there is anything to hope from negotiations. That was tried by the Allies in February and failure was the result. Briefly the matter in dispute is the decision of the Treaty of Sevres in regard to the future control of Eastern Thrace and Smyrna. The Turkish Nationalist demand is for the 1913 frontier in Europe and the fixing of a frontier in Asia Minor by agreement with the Turkish Arab majorities in their respective districts; the frontier in the East to be the pre-war Turco-Persian line, the Turco-Armenian frontier as fixed by the recent treaty; the Government of Angora and Erivan to return Smyrna to Turkey after the evacuation of the Greeks. Several other demands were advanced, but those we have mentioned are the points on which the climax of war may now be said to have been reached. At a Conference in London last February a proposal was made to the Turks and the Greeks that a Commission consisting of British, French and Italian representatives should be appointed to proceed to the spot and enquire into the questions in dispute with regard to the populations in Eastern Thrace and Smyrna. A condition attached to this proposal was that the remaining clauses of the Treaty of Sevres unaltered should be loyally accepted by Greeks and Turks, with immediate cessation of hostilities. The proposal was practically rejected by both parties. The Greek National Assembly rejected it as "unjust to Greece." It was understood that Greece entirely opposed any change in the status of Thrace but might agree to the institution of an autonomous regime in Smyrna that would completely safeguard the interests of the Christian population. The Turkish reply was an acceptance on conditions which did not appear to the Conference to justify it in instituting the ethnographical investigation. Matters have since been drifting towards war on a considerable scale. In Greece the 1913, 1914 and 1915 classes have been called to the colours to reinforce the Greek troops in Anatolia. The King, who has recently gone to Smyrna, in a message to his subjects declares that the Turkish Nationalists are again attempting to overthrow the situation established by the Treaty of Sevres and are concentrating against the Greeks. Reinforcements are being provided necessary to protect the Greek populations and secure "definitive pacification of the Orient, which Greece is pursuing jointly with the Allies." To-day's cable tells us that both sides have profited by the lull in the past couple of months to "reorganise extensively." A month ago a meeting in Constantinople of the Allied High Commissioners, Admirals and Generals, decided to proclaim the neutrality of Constantinople, the Bosphorus and the Dardanelles in the Turko-Greek struggle. The Greeks, accordingly, are unable to use Constantinople as a base and will be invited to reduce their troops there to a minimum. They were required to withdraw their warships outside the three-mile limit. The Greeks ally thus reduced to supplying the Brussa and Osmidt fronts solely from Zodosto. The appearance of Soviet troops in the theatre of war, for the purpose of aiding the Turkish Nationalists, is a new factor in the situation, and a very serious one.

We regret to learn that Mr. J. H. McGuigan is at present in the Royal Naval Hospital suffering from typhoid fever.

Mr. R. A. C. North is acting as Private Secretary to H.E. the Governor vice Capt. Warner who left by the s.s. *Columbia* on retirement.

It is officially intimated that Captain J. P. R. Marriott, C.M.G., is the British Naval Attache for Japan and China, with headquarters at Tokyo.

Gunner F. C. Hodges has been appointed to the light cruiser *Cairo*, China Station, for torpedo duties, and Gunner R. J. Housley has been appointed to the depot ship *Titania*, Hongkong, for similar duty.

At an extraordinary general meeting of the ratepapers of Tientsin approval was given of a building scheme for the provision of new municipal offices in the British Concession at an estimated cost of Tls. 250,000.

At the last of the Spring meetings of the International Recreation Club at Kiangwan Mr. C. R. Burkill won two of the races on ponies belonging to Sir Paul Chater, Soverign Dahlia and Conqueror Dahlia.

The Chinese girl who, as reported yesterday, had spent some time in hospital after trying to poison herself, and then hanged herself while awaiting an appearance at the Magistracy, has since died at the Government Civil Hospital.

Mr. Gershom Stewart, M.P. (formerly of Hongkong) welcomed the American amateur golfers on their arrival at Liverpool last month and arranged a match between Great Britain and the United States at Hoylake, which we believe is within Mr. Stewart's constituency.

Poulet, who is doing big business in Java with his passenger aeroplanes, has had another two delivered at Tandjong Priok for service there. The German aviator Rozo has arrived at Batavia and will shortly open up in the same line at Antjol with a large supply of machines.

Mr. Marcus Bourne Huish died on May 4th, after a short illness, at his residence, Essex Villas, Kensington, at the age of seventy-five. Mr. Huish throughout his life played a quietly influential part in all art matters. An early writer on Japan and Japanese art, he was very active in the affairs of the Japan Society, and only quite recently was in receipt of an honour from Japan. Mr. Huish was educated at Cambridge, and for a time practised at the Bar. He was a painter in water colours, and a frequent exhibitor at the Royal Academy.

As a result of the Ichang and Wuchang mutinies, Dr. C. T. Wang has issued an open telegram to the various military commanders throughout the country stating that in order to avoid such occurrences in future, all troops should be used for the making of roads to connect up one part of the country with another.

One of the prettiest weddings that has taken places in Singapore for a long time, was that at the Presbyterian Church, last week, when Mr. A. R. Ingram, accountant of the local branch of the Chartered Bank of India, Australia and China, was married to Miss Nancy Adams, sister of Mrs. E. L. Talma.

At a meeting held yesterday evening, at the offices of Messrs. W. A. Hannibal & Co., it was decided to form a Philatelic Society for the Colony limited to twenty-five members, which still leaves a few vacancies. Mr. H. W. Dick was elected president, and Mr. John Robertson hon. secretary. Rules for the conduct of the Society were discussed and approved.

We learn from a communication from Seattle that an effort is being made in the City to raise $100,000 for the relief of famine sufferers in China. The plan is to secure half of the sum required by asking the retail establishments of the city to donate one cent out of each dollar in sales for one week; the other half to be raised by a series of tours through Seattle's Chinatown at $1 per tour.

A Filipino note teller in the employ of the Philippine National Bank has been arrested, charged with the embezzlement of $100,000. It is alleged that he worked in connexion with a Chinese, who drew cheques on several Manila banks and presented them to the Philippine National Bank, where the teller cashed them, although the Chinese had no funds in any of the banks in question.

In consequence of the dissolution of the Parliament at Lisbon instructions have been received in Macao by cable for a new election of Parliamentary representatives, to take place on July 10th. The candidates are Senhor Ferreira da Rocha and Senhor Marin Chaves for the seat in the House of Deputies and Senhor Mello Leitao and Senhor Luis Nolasco for the seat in the Senate. Our Macao correspondent says there seems to be very little enthusiasm in the community over the election.

Major-General Dudley Ridout had the honour of being received by the King at Buckingham Palace, on May 10th, upon relinquishing his appointment as General Officer Commanding Troops, Straits Settlements, when his Majesty conferred upon him the honour of knighthood, and invested him with the insignia of a Knight Commander of the Most Excellent Order of the British Empire (Military Division) and of a Companion of the Most Honourable Order of the Bath (Military Division).

Mrs. Russell, wife of the Hon. Bertrand Russell, at present on a lecturing tour in China, has been granted a divorce. She told Mr. Justice Bateson that the marriage took place in 1894. They lived happily until 1911, when her husband confessed that he was in love with someone else, and that he was going away. He returned in May of that year for two nights, and then left her again. He next sent a message through a friend that it would be better if they never met again. He had never returned. Evidence of misconduct was given, and a decree nisi granted.

Discussing the recrudescence of poppy growing in China as revealed by a map issued by the International Anti-Opium Association, the *Peking Daily News* says:—"It is significant that the actual growth of poppy is confined, roughly, to the western part of the Republic, *i.e.*, to the territory which has been relatively untouched by western influence. On the other hand, the sale of opium and morphine, especially of the latter, is larger in the eastern section. The conclusion should not be drawn, however, that foreign influence is entirely responsible for the use of morphine. The rule rather seems to be that where the poppy is not grown, and where opium is not readily available, morphine, cocaine, and the other more concentrated narcotics find larger sale."

A "gigantic trade exposition" is to be held at Kobe some time in 1922. This decision has been reached by the Commercial and Industrial Department of the municipal government after being approached by the Kobe Trading Association and the Kobe Chamber of Commerce on the subject. Because of the fact that Kobe is so situated that Japan's trade with China largely passes through that port the Chamber of Commerce is desirous that the exposition should be shared in equally by Chinese business men. At present there is some opposition to this, but it is thought the municipal department, which has undertaken the arrangement of details, will adopt the Chamber of Commerce's plan. The principal departments of the exposition are to include agriculture, industry, shipping, shipbuilding, machinery, marine, manufacturing and others. The foreign firms will be invited to participate in the enterprize. The cost of the fair, estimated at Y.3,000,000, is to be borne by the promoters, however, with subsidies from the Hyogo Prefecture, the Kobe municipal government and the Kobe Chamber of Commerce.

TYPHOON WARNING.

The following telegram has been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

9 p.m., June 15th.
Typhoon in about 117deg. Long. E. and 18deg. Lat. N., moving W.
10.20 a.m., June 16th.
115deg. Long. E. 19deg. Lat. N., moving, W.N.W.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

FRENCH ART IN RHINELAND.

PARIS, June 11th (delayed).

A French Art Exhibition, under the auspices of the Government, opens to-day at Wiesbaden, Rhineland.—*Havas.*

TEST MATCH.

LONDON, June 16th.

In the Test Match, on June 11th, England made 187 runs in the first innings.

[England's score in the first innings was omitted by Reuter in the message of the 11th.]

EARLIER CABLES.

BARDSLEY'S DOUBLE CENTURY.

LONDON, June 15th.

At Southampton, on an excellent wicket before ten thousand people in brilliant weather, the Australians scored 569 for 5 (against Hants). Bardsley made 209, including 31 fours, in 3 hours and 25 minutes giving a single doubtful chance only. Macartney scored 105, including 21 fours, by masterly, chanceless cricket in eighty-three minutes. Taylor is 135 not out.

CHURCH AND POLITICS.

PREMIER DEPRECATES "INTERFERENCE."

LONDON, June 15th.

A strong appeal to the Churches to avoid interference in politics was made by the Premier, addressing a religous gathering at Portmadoc. He said that the great controversies of the immediate future would wage around the question of the relations between capital and labour. If a debate concerning this were introduced into the Churches it would inevitably divide and destroy the Churches for the greater purposes for which they ought to exist. He referred to the recent conference of highly-placed divines, which expressed opinion in regard to the best method of settling the coal dispute, as an example of mischievous interference by a religious organisation in the task of Government. The Irish question was also an unfitting subject of debate at religious conferences.

There was a danger that unless something more was done to instruct opinion in civilised countries, the League of Nations might become a breeding-ground of intrigues and feuds. Parties and groups might be formed, and one day, when there was a majority one way and a preponderance of force another, it might be found that the discussions of the League only led to the greatest conflict yet witnessed. He was filled with disappointment when he saw that, despite the lesson of the war, the spirit of national hatred and national greed, and the worst form of national pride were as dominant as ever, not only in the countries that were great before the war, but even worse in liberated nations, amongst whom he did not see any sign of anxiety for the intervention of the League of Nations in their disputes or any respect for its decisions. The conscience of the people must be trained so that it would abhor bloodshed as a crime. The Churches must create an atmosphere. The same applied to industrial warfare. Surely there must be a less barbarous way of settling industrial disputes than by a war of starvation. The Churches could ingerminate a spirit of goodwill between the classes and a greater readiness to consider each other's viewpoint.—(Cheers).

IMPERIAL CABINET.

DOMINION PREMIERS AT A BANQUET.

LONDON, June 16th.

A number of Imperial visitors were entertained at a banquet by the Empire Development Parliamentary Committee, including Mr. Meritz, Sir Thomas Smartt, Mr. Hughes, Mr. Massey and Mr. Sastri.

Mr. Churchill, in an address of welcome, said:

"Our hearts go out to our visitors in cordial welcome. When they came last they brought to the legions of the British Empire splendid powerful armies, which held place unsurpassed in the clash of Armageddon. To-day they have not brought legions, but we now know what before the war we only dared to hope—namely, that should danger threaten, representatives of these great Dominions will come in with their valiant legions. We, in this old Motherland, will not be behind them in giving an equal measure of support. If attack threatened any part of the Empire, we shall be found ready to do our duty thoroughly and faithfully.

"If we keep a firm handgrip locked during war, we are bound to become a unit of the world so powerful as to be safe. We shall become a Power second to no combination of men, and we shall be capable of dealing with our cousins and brothers of the United States on terms of equal friendship. That would be a superunit which would secure the safety of all speaking the English tongue, and would be a halcyon period of security, prosperity, and glory, which no other combination in the world dare interrupt or molest."

Loud and prolonged applause greeted Mr. Churchill's statement that "as regards Imperial Preference, I have changed my views."

FURTHER RIOTS IN BELFAST.

LONDON, June 15th.

Fresh rioting occurred on the border of the Catholic and Protestant quarters in Belfast last evening. A new feature was the use by "gunmen" of sandbag barricades in addition to sniping from roofs. Armoured cars restored order after two civilians had been killed.

HUNT CUP.

LONDON, June 15th.

The Royal Hunt Cup resulted as follows:—Illuminator (50—1); 1; Glanmerin (5—1); 2; Beauregard (20—1). 3. Twenty-two ran. A head separated first and second, with the third another three yards off.

THE COAL STRIKE.

SINGER'S MACHINE WORKS TO CLOSE DOWN.

LONDON, June 15th.

Singer's sewing-machine works at Clydebank will close down indefinitely on the 24th inst. on account of the coal shortage, throwing ten thousand operatives idle.

HEAVY ADVERSE MAJORITY AT PRESENT.

LONDON, June 16th.

So far the results of the miners' ballot are: for acceptance 35,626; against, 101,902. In view of the fact that the returns do not include districts like South Yorkshire, where a favourable majority is indicated, it is probable that the requisite two-thirds majority against acceptance will be narrowly averted.

THE COTTON DISPUTE.

LONDON, June 16th.

The cotton dispute is within sight of settlement, following a meeting of the joint conference at which it was decided to recommend an immediate reduction of 3s. 10d. in the pound and a further sevenpence at the end of six months.

ENGINEERING TRADES DISPUTE.

LONDON, June 15th.

The Minister of Labour is intervening in the engineering crisis. He meets both sides to-day in an endeavour to avert a stoppage. The employers have agreed to postpone notices to the end of June to enable the unions to take a ballot on the wages proposals.

UNEMPLOYMENT INSURANCE ACT.

LONDON, June 15th.

In the House of Commons the amended Unemployment Insurance Bill (to reduce allowances and increase contributions) has passed its second reading by 214 votes against 83. Labour members objected most strongly to the reduction of the insurance benefit.

ANGLO-RUSSIAN TRADE AGREEMENT.

OFFICIAL DELEGATION FOR RUSSIA.

LONDON, June 15th.

In the House of Commons at question time, Sir Philip Lloyd Graeme (Director of Overseas Trade) said that an official delegation was shortly to be sent to Russia in accordance with the trade agreement.

THE WAR IN NEAR EAST.

THREAT OF EXTENDED ACTIVITY.

LONDON, June 16th.

A Turco-Greek conflagration is now on the verge of bursting out. The Turks, who are expected to open the attack, claim to have doubled their forces since the last operations, while King Constantine's visit to Asia Minor suggests Greek confidence.

Newspapers in Rome report the arrival in Anatolia of Soviet troops for the purpose of aiding the Nationalists. The Russo-Turkish forces are said to have begun an advance, the objective being Smyrna and Constantinople.

A Constantinople message records extensive Greek reconnoitring operations along the whole front, while an Angora despatch speaks of serious differences between members of the National Assembly. An interpellation in regard to a change of British policy towards the Angoraites provoked heated discussions.

MEXICO'S OIL RESOURCES.

REPORT CAUSES FALL IN SHARE MARKET.

NEW YORK, June 15th.

Mexican Petroleum prices broke seven points and other oils were weak as the result of the publication of a report that Mexico's oil supply is dwindling. The remainder of the market is heavy. The report was by the Shipping Board's expert, Mr. Phelan, namely, that in forty square miles of Mexico's producing area 63 out of 104 wells have ceased to produce, and salt water is rapidly filling others.

Senator Phelan's report urged the American Government to embark upon a policy of development of the Mexican oilfields and represented British companies as corresponding to Mexican political demands to the detriment of American compatiles.

DUTCH ARMY BILL.

THE HAGUE, June 15th.

The Second Chamber has rejected by 46 to 39 the principal clause of the Army Reorganisation Bill containing a provision dividing the men of the annual contingent into first-line and reserve troops, formed to serve as a Field Army in case of mobilisation. M. Pop, the War Minister, asked the Chamber to adjourn the debate on the Bill.

NAVAL COMPETITION.

DENVER, June 16th.

The Congress of the American Federation of Labour has passed a resolution urging President Harding to take the initiative in giving effect to world disarmament in contemplation of the horror of a possibility of a Anglo-Japanese-American race for naval power similar to the pre-war Anglo-German competition.

"EQUAL OPPORTUNITY."

SPEECH OF U.S. FOREIGN SECRETARY.

PROVIDENCE (R.I.), June 16th.

Addressing the students of Brown University, Mr. Hughes laid stress on the necessity of the United States insisting upon the principle of equal opportunity for the development of the world's resources.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

FRENCH MILITARY MISSION TO JAPAN.

PARIS, June 6th.

A French military mission is starting shortly for Japan under Marshal Joffre. It will visit Indo-China and China *en route*.

AMERICA AND JAPAN.

WASHINGTON, June 16th.

Direct Japo-American negotiations have been opened on outstanding questions, including Yap, alien immigration, alien land-holding, and the return of Shantung to China.

LATER.

The negotiations are being conducted between Mr. Hughes and Mr. Shidehara. It is stated that the settlement of the Yap question will make its consideration by the League of Nations unnecessary.

It is understood that the basis of the Yap settlement will be the internationalization of the cable privileges there. As regards immigration, it is proposed to prevent coolie immigration, and to protect Japanese property and rights in America. Shantung will be returned to China as soon as possible without referring to a European tribunal, Japan only retaining privileges common to other nations in Shantung.

THE ANGLO-JAPANESE TREATY.

LONDON, June 15th.

In the House of Commons, Mr. W. Tyson Wilson (Lab.) asked whether, in view of the unemployment in Britain, steps would be taken to prevent anything prejudicial to our trade relations with China being embodied in the Anglo-Japanese Treaty.

Mr. Chamberlain replied that, in reaching a decision on the question of the Anglo-Japanese agreement, all relevant considerations will be borne in mind.

BRITISH COLUMBIA STIPULATION.

VANCOUVER (B.C.), June 16th.

Mr. Oliver, the British Columbian Premier, has cabled to Mr Meighen urging that any renewal of the Anglo-Japanese Treaty should preserve for Canada the right to restrict Japanese immigration.

In the meantime, the Court of Appeal has decided that a clause in the British Columbian Government contract prohibiting the employment of Orientals on public works in connection with mining and timber leases is illegal.

INDIAN DELEGATE CRITICISES ANGLO-JAPANESE ALLIANCE.

LONDON, June 15th.

The Maharao of Cutch, representing the Indian Princes at the Imperial Cabinet, interviewed by Reuter, said that India's definite programme depended upon the agenda. If, however, there was any idea of not taking up the questions in which India was specially interested they would expect Mr. Montagu to take a firm stand and press for a proper consideration of India's programme. The main question was the position of Indians in the Colonies and Dominions. After India's war record it was impossible to understand why there should be any differential treatment of Indians. The representatives of India in London are united in this matter, and are fully supported by the Indian Government.

"We shall be grievously disappointed if the Conference does not result in something definite in this respect. We are also interested in the Anglo-Japanese Alliance, as we think India should be able to defend herself either alone or with the aid of Imperial troops," said the Indian delegate.

The question of tariffs affecting India was also most important. The Maharao of Cutch concluded by stating that he saw no reason for pessimism about India, particularly as the reforms had given real satisfaction. Moreover, the heart of India was as loyal to the Empire as ever.

JAPANESE CROWN PRINCE'S TOUR.

PARIS, June 10th (delayed).

Ladies of the Franco-Japanese Society had tea with the Japanese Crown Prince at the Japanese Embassy.

The Prince is leaving to-day for Belgium and Holland.—*Havas.*

RECEPTION AT AMSTERDAM.

AMSTERDAM, June 15th.

Prince Hirohito arrived to-day and was received at the station by Prince Henry, the Foreign Minister, the Japanese Minister, and members of the Legation. His Imperial Highness drove to the Palace, where the Queen received him. Prince Hirohito appeared while the band played the Japanese Anthem.

Speaking at a banquet in honour of Prince Hirohito, Queen Wilhelmina cordially welcomed the Prince. Referring to the cordial reception of the Dutch Fleet by Japan last year, her Majesty said that the visit was a further testimony that the sincere Dutch-Japanese friendship would draw still closer the bonds uniting the Netherlands and Japan.

Prince Hirohito, replying, said that since Japan had been opened to foreigners friendly relations between Japan and Holland had never ceased to improve. The Dutch Indies, in their ceaseless development under wise government, had also contributed to drawing closer their neighbourly relations. He would forever preserve pleasant memories of his visit to Holland, and would do his utmost to foster Dutch-Japanese friendship.

ORDERS FOR MINISTERS.

LATER.

On the occasion of Prince Hirohito's visit to the Netherlands, the Premier, the Foreign Minister, and the Minister of the Colonies received the Grand Cross of the Rising Sun and the Sacred Treasure.

(Continued at foot of next column.)

WUCHANG WRECKED AND WEARY.

QUIET RETURNS WITH DEPARTURE OF LOOTERS.

THE SLAYING OF THE MUTINEERS.

A special correspondent of the *N.-C. Daily News* telegraphed from Hankow, on June 10th:—

According to the latest verified accounts the damage resulting from Tuesday night's pillage of Wuchang is put at about Tls. 30,000,000. Banks, the Mint and silver-shops were looted. The looters are said to have been the Tuchun's most trusted troops, and the reason given for their outbreak is that they were refused $2 extra monthly.

Terrible sights have been seen in the city, heads hung up and corpses riddled with bullets. In the shops were many wounded.

The looters were allowed to depart on giving up their weapons. At Sinokan a great many of the looting troops who were fugitives are said to have been killed by machine-gun fire from the troops of the 4th Division who opened fire on the train on which they were travelling.

MAIN STREET IN RUINS.

Reuter's correspondent telegraphing on the same date said:—

There has been no further sacking in Wuchang, and the city is now quiet, but the principal street has been thoroughly wrecked and sacked. Seventeen hundred looters departed from Liukiamao yesterday, taking their loot with them.

The native city of Hankow and surrounding territory are garrisoned by other troops, under the Garrison Commissioner, and are at present thought to be safe. The troops have been placated with gifts of money and food.

Unconfirmed reports state that a train carrying the looters northwards has been held up by the Tuchun's orders at Sinyangchow, in Honan, where the soldiers were stripped of the booty by the local garrison. It is also reported that a trainload of looters has been held up at Sinokan, not far from here.

According to Chinese reports, the Tuchun is bringing up his own provincial troops by the Peking-Hankow Railway, and he has also appealed to General Wu Pei-fu for assistance.

No train arrived from the north to-day, and no tickets are being issued for the north.

Looters who landed here yesterday afternoon were deprived by the concession and native city police of large quantities of booty in the form of silver, jewellery and silks.

APPALLING END TO ADVENTURE.

A foreign eye-witness who arrived at Hankow last night reports that the first of the trains bearing the troops who looted Wuchang was run on to a siding at Sinokan and bombarded with machine-guns by local troops. The troops from Wuchang were slaughtered in the open cars in which they were riding. A few who attempted to escape were pursued and shot down. Approximately 350 were killed. Some of the wounded, he said, were bayonetted and were lying in heaps on the railwayside. Some were being buried in trenches.

The troops from Wuchang evidently carried loot, of which they were stripped. Other trains bearing the Wuchang soldiery were allowed to pass on as it was reported that they bore no loot. The city of Sinokan has not been molested, but has been strictly closed and guarded against ingress and egress.

Wuchang and Hankow are at present quiet. One train from the north has arrived, the passengers to Chikungshan and points north of there suffering considerable inconvenience.

Fifteen thousand dollars, 59 shoes of silver, and three hundredweight of copper-cash, together with quantities of jewellery and silk have been taken from the looters in the British Concession. It is further reported that $200,000 has been recovered from them by the native police.—*Reuter.*

TROOPS TO MAINTAIN ORDER.

HANKOW, June 9th.

This morning at 4, the 2nd Hupeh Brigade arrived at Wuchang from Putse and is doing its best to maintain order and peace. The Chamber of Commerce here has contributed $100,000, which has been distributed among the military guards on the occasion of the Dragon Boat Festival. Martial law has been proclaimed in Honan.—*Eastern News Agency.*

THE DESTRUCTION AT ICHANG.

PEKING, June 9th.

Further reports from Ichang, received in Peking *vid* Hankow, show that the looters did not enter the Japanese Consulate, but only the residence of the officials of the Consulate, from which they removed money and other portable personal belongings. The Chinese residents suffered far more severely from the looting than they did during the trouble last year, but at the time of the latest report it was impossible to make an accurate estimate of the damage. Reports from Chinese sources state that there were more than 1,000 casualties in the native city.—*Reuter.*

PARIS, June 11th (delayed).

M. Millerand's representative and civil and military authorities bade farewell to the Japanese Crown Prince upon his leaving for Belgium. The Prince was welcomed at Brussels by the King and the Belgian Crown Prince. Later, a State dinner took place at the royal palace in honour of the Japanese Prince.—*Havas.*

FRANCO-CHINESE SOCIETY OF ECONOMICS.

PARIS, June 10th (delayed).

The Franco-Chinese Society of Economics held a general meeting under the presidency of the noted economist, M. George Levy. The Chinese Minister, Mr. Tchen, and the former Premier, M. Painleve, delivered addresses. M. de Flourian, the newly-appointed Minister to China, and several prominent Paris and Lyons manufacturers attended.—*Havas.*

COTTON TRADE IN BRITAIN.

DIFFICULTIES IN LIVERPOOL AND MANCHESTER.

OUTLOOK FOR YARN AND CLOTH.

Demand has been checked by the reaction in raw cotton rates, and values in Liverpool are now on a lower level than at the end of 1920. Most of the factors in the situation are unfavourable, and lately a distinct setback to trade developments has occurred, in that Eastern exchange rates have again fallen. Although many of our foreign outlets are not over-supplied with goods, substantial quantities of dear stuff have still to be distributed, and until liquidation takes place to a further extent no general revival of buying is likely.

There continues a general lack of confidence in current prices, and buyers express the opinion that no harm can be done by adopting a waiting policy, and purchasing from hand to mouth. There has been increased anxiety with regard to the financial situation. Although in the Manchester market no serious failure has been reported, two or three cases of difficulties have arisen amongst raw cotton merchants in Liverpool. Dealers in piece goods in Manchester are still suffering from the tightness of money, and the difficulties experienced in getting their customers to accept deliveries and pay for the goods delivered. Manufacturers have to be very lenient with merchants with regard to the payment of accounts, and the responsibility of financing trade in numerous instances is being passed on to spinners, and ultimately to raw cotton merchants.

RAW COTTON SITUATION.

At the time of writing sentiment in raw cotton circles is more bearish than even a few weeks ago, and the opinion is gaining ground that there will be a super-abundance of the material for the use of spinners for a long time to come. It is now pretty certain that the American crop for the current season will be fully 14,000,000 bales, whilst it is known that the carry-over at the end of last July was approximately 6,000,000 bales. These ngures mean an available supply in round numbers of 20,000,000 bales, and the consumption this season is not expected to be more than 10,000,000 bales. On August 1st, therefore, there will be an immense carry-over.

Differences of opinion exist as to the quality of the cotton in stock in various parts of the world, but recently there has been less demand for the higher grades, and it is evident buyers are turning their attention to the lower qualities. It is too early for anything definite to be said as to the probable acreage for raw cotton in the United States for next season. There is a strong agitation in America in favour of cutting down the area under cultivation by 50 per cent. This is being organized by the American Cotton Association, the proposal being that only half the land should be planted compared with 12 months ago. It is not anticipated that the movement will be entirely successful, but a restriction of acreage is certain.

After a slight improvement in the demand for Egyptian cotton, business has become slack again. When it is stated that the article can now by purchased at about 19d. per lb., as compared with nearly 100d. per lb. 12 months ago, the importance of the drop will be realized. The forward movement of the present growth remains poor, and shipy smaller than last year. Undoubtedly there will be plenty of Egyptian cotton to go round during the next 12 months. The acreage for next season will be reduced by 33 per cent., but this decision has had no effect upon the attitude of users.

YARN TRADE OUTLOOK.

Spinners of yarn are in a helpless position. Trade in this section is dependent upon activity in piece goods, and if there is no demand in cloth then it is quite impossible for producers of twist and weft to do well. Recently the offtake in all counts and qualities has been poor, and although some speculative buying took place early in January, the freer operations were of short duration, and business has now fallen flat again.

It is estimated that users, that is to say, cloth manufacturers, have substantial supplies at the weaving sheds, and there will have to be a much larger turnover in piece goods before spinners can derive any benefit. A week or two ago rather more trade was reported in American ring beams, and spinners were enabled to clear their stocks. Since then, however, the position of affairs has tended to become worse, and it is now possible for buyers to secure what they want quickly. There is plenty of cop twist and weft about, and now and again needy sellers are forced to accept wretched prices.

THE SHORT TIME POLICY.

The state of trade has again been considered by the Master Spinners' Federation, and after a full discussion it has been decided to continue the short-time policy. Things are no better in the Egyptian spinning department. Some producers have recently booked a few more orders, but wretched figures have had to be taken, and the business obtained has not been sufficient to relieve in any way the anxieties of spinners. Some special buying has been mentioned for thread manufacturing purposes.

In yarns suitable for shipment abroad there has recently been rather more interest in prices, and quotations have been cabled to customers in foreign outlets on a rather freer scale. Some moderate lines have been booked in extra hard descriptions for the Levant, and special contracts have been put through for Rumania in coarse numbers. During the last week or two an increased inquiry has been met with for India, and actual bids are now being met with from Calcutta and Bombay.

(Continued at foot of next column.)

THE CHINESE MINISTRY OF FINANCE.

"RAISING THE WIND."

An Asiatic News Agency dispatch from Peking, dated the 4th inst., says:—

With reference to the control of the Ministry of Finance, owing to the vacillating attitude of Mr. Li Shih-wei, who is still in Tientsin and the pressure of the official duties of both the Prime Minister and Mr. Pan Fu, who have been attending to the work of the Minister, an agreement is reported to have reached between the Cabinet and the Presidential Office in appointing Mr. Niu Chuan-shan, the Vice-Minister of Finance, to be official-in-charge of the Tsaichenpu for the present. It is reported that Mr. Niu has consented to take temporary charge of the affairs of the Ministry on the condition that the Government Tobacco and Wine Bureau, which has been independent of the Tsaichenpu since Chang Shou-lin took over its administration a couple of years ago, will be placed under his supervision though, superficially, the position of Mr. Chang Shou-lin will not be changed for the present. The chief object of Mr. Niu is to reform the tobacco and wine revenue with a view to re-discuss the contract which the American Pacific Development Corporation had proposed but which was turned down by Chang Shou-lin in the hope of reorganizing the bureau after the efficient methods of the Salt Inspectorate. It is estimated by experts that the revenues from tobacco and wine can produce about $70,000,000 per year after reorganization while at the present time, the Government receives only about $15,000,000 annually from all the provinces, including Peking.

It is reliably reported that through the untiring efforts of Mr. Pan Fu and Mr. Niu, with the co-operation of the Ministry of Communications and the Chinese bankers in Peking and Tientsin, the Government have succeeded in raising various small and short-term domestic loans for tiding over the existing financial difficulties so that there will be no crisis next week (the Dragon Boat Festival).

DUTCH NOVELIST IN LONDON.

BANQUET TO LOUIS COUPERUS.

LONDON, June 15th.

The Dutch novelist, Louis Couperus, was the principal guest at a dinner of the Anglo-Batavian Society in London, presided over by Mr. Stephen McKenna. Earl Beauchamp, in the course of a speech, recalled the happiest remembrances of a holiday in Java, and specially commented upon the completeness of the publications of Holland in reference to Java, also the care devoted to the ancient monuments of the Dutch Indies, which he considered a lesson to Britain and India. His lordship paid a tribute to Dutch success in colonisation, which formed a bond of union between Britain and Holland.—*Reuter.*

THE MONSOON IN INDIA.

BOMBAY, June 16th.

The monsoon has burst.—*Reuter.*

IMPROVED INQUIRY.

The cloth market has not been quite so dull as during the latter part of last year, but not much progress has been made by manufacturers. A good deal of tentative inquiry has been spent in cabling prices and offers between this country and distributing centres abroad.

There has been competition amongst producers for orders, and again cases have been mentioned of firms quoting cut prices, and yet being beaten in the market by several shillings a piece. This state of affairs is due to the fact many sellers are compelled from time to time to clear stocks at almost any price. Business for India is being vitally affected by unfavourable exchange rates, and until there is an improvement in this connection there is no probability of freer operations. About 12 months ago the value of the rupee was 2s. 10d., and at the time of writing the figure is only 1s. 4d. In such circumstances healthy trade is quite impossible.

With regard to trade done, Calcutta has been the best of the outlets of our Dependency. An increased turnover has taken place in light fabrics, such as dhooties, and certain producers have booked substantial lines. A larger inquiry has also been met with in grey shirtings. Occasional contracts have been arranged, and one order of 40,000 pieces has caused a good deal of comment.

TRADE WITH CHINA.

The inquiry for China has improved, and rather more trade has been done in bleached shirtings and white goods generally. It is anticipated that now the New Year celebrations are over in the Far East the ground will be prepared for a better trade, and it is usual at this time of the year for merchants in Shanghai to display enterprise. It is held in many quarters that when a revival of trade does come the movement will be initiated by Chinese merchants.

Fairly favourable advices have been received from most of the smaller markets of the Far East, and although no steady buying has taken place for Java, Singapore, and the Straits Settlements, a moderate miscellaneous business has been done, especially in fancies and specialities. Operations have been very patchy for our Colonies, but rather more inquiry has been met with for Australia and New Zealand. The home trade has received encouragement from heavy clearances in the retail establishments at the annual sales, and owing to stocks being reduced a few more orders have been placed with manufacturers for delivery in the spring and summer. Makers-up, after being very slack for many months, are now reporting rather improved conditions.—*The Export Mail.*

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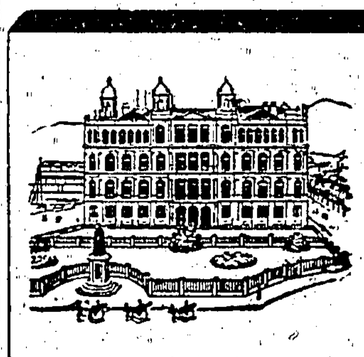

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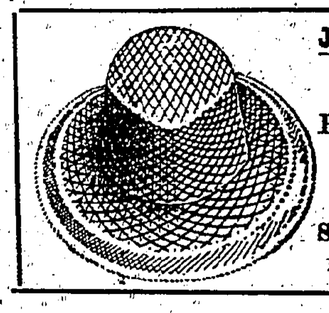

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PEERS PASS THE DIVORCE BILL.

LORD BUCKMASTER ON THE POSITION IN SCOTLAND.

Lord Buckmaster, in the House of Lords on April 28th, formally moved the Third Reading of the Matrimonial Causes Bill.

Lord Stuart of Wortley moved the rejection of the Bill, objecting to the manner in which it had been amended by the addition of desertion alone as a ground for divorce. He pointed out that as amended the Bill stood no chance of being afforded facilities in another place.

The Archbishop of Canterbury said the position of the Bishops was clear and simple. They supported the Bill as introduced because it gave effect to uncontroversial proposals for the amendment of the law. Lord Buckmaster had altered the character of the Bill with unfortunate results. He had inserted an amendment which they had all along consistently opposed, and therefore they must vote against it.

The Bishop of Durham repudiated explicitly and decisively the notion that the Bill represented any design of weakening the marriage union or of making a concession to the deplorable tendencies to sexual irregularities which were now present and powerful in society. Opinion among the clergy was deeply divided on the subject.

Lord Buckmaster, replying on the debate, repudiated a suggestion by Lord Selborne that the advocates of the Bill were standing on a slippery slope. He pointed out that for 300 years Scotland had been standing on such a slippery slope and he asked would any noble lord suggest that the people of Scotland had slid one single inch nearer perdition than the people of England.

On a division the motion for rejection was defeated by 87 votes to 48, and the Bill was read a third time and passed.

THE BROTHER'S WIDOW.

MARRIAGE BILL THROUGH COMMITTEE.

Mr. Rendall's Bill to legalize marriage with a dead husband's brother passed through Standing Committee, and was ordered to be reported to the House of Commons.

Sir John Baird challenged a division on Clause 1, which lays down that marriage with a brother's widow shall not be void as a civil contract, except in certain cases, but the clause was carried by 18 votes to four.

The Chairman (Sir H. Mackinder) ruled out of order a new clause suggested by Lord Hugh Cecil, providing that nothing in the Act should give to any person the right to have his marriage solemnized in Church according to the form prescribed in the Book of Common Prayer, or to receive Holy Communion according to the use of the Church of England, which he would not have had if this Act had not passed.

DIVORCE SNAPSHOTS.

JUDGE'S STERN COMMENT ON PICTURES.

Mr. Justice Darling made some caustic remarks on divorce at the Old Bailey on April 28th in a case of perjury at the Divorce Court. One did not know, he said, how many times the judge was deceived. One knew that an enormous proportion of the undefended cases were merely collusive.

"Divorce is becoming so popular that the King's Bench, even, has to be dragged in to get through the work; and judges who had retired are brought back instead of being allowed to enjoy their old age in comfort, because there are not judges enough to deal with these cases. And what wonder, if people can come into the Divorce Court and treat it in this fashion?"

Commenting on the defendant's alleged ignorance of Divorce Court proceedings, Mr. Justice Darling said, "You know what they are now," he went on. "I wish they were different myself. What do they contain? What do people read day by day but these cases of divorce? What are they looking at but photographs of every adulterer who can be snapshotted coming out of the courts—men and women? These and pictures of notorious footballers make up the illustrated papers."

FIGHT WITH AN OCTOPUS.

SCENE ON BOARD AN ATLANTIC LINER.

Passengers who landed at New York from the Cunard liner *Caronia* give a vivid description of a battle in the forecastle between the ship's carpenter and a giant octopus.

In a gale off the coast of Ireland the vessel took a heavy sea, and the carpenter went forward to see if any damage had been done. He found an octopus wedged between two winches. It "made a long arm" and endeavoured to gather the carpenter to its bosom. The carpenter, resisting strenuously, belaboured the creature with an iron bar. The octopus spouted an inky fluid in large quantities and fastened several more tentacles around the carpenter. It took the carpenter 15 minutes to kill the creature and free himself from its clutches.

The octopus weighs 40 lbs., and one of its tentacles is over 5ft. in length. It is now in the liner's storage room, and is destined for Liverpool Museum.

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Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

SOUTH AFRICAN PORTS from CALCUTTA & COLOMBO.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LIMITED,
Agents.

52

N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai & Japan ports

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU (omitting Keelung)...	...	Friday,	17th June, at 11 a.m.
KASHIMA MARU (omitting Manila)	..	Tuesday,	12th July, at 11 a.m.
SUWA MARU		Friday,	29th July, at 11 a.m.
FUSHIMI MARU...		Tuesday,	23rd Aug., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

SHIDZUOKA MARU	...	Friday,	24th June, at 11 a.m.
KAGA MARU	...	Friday,	8th July, at 11 a.m.
YOKOHAMA MARU	...	Friday,	22nd July, at 11 a.m.
KLEIST	...	Friday,	5th Aug., at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.

LIVERPOOL & MARSEILLES via Suez.

TSUYAMA MARU ... ... First half of July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU		Tuesday,	21st June, at 11 a.m.
NIKKO MARU		Tuesday,	19th July, at 11 a.m.
AKI MARU		Tuesday,	16th Aug., at 11 a.m.

NEW YORK VIA PANAMA.

TOBA MARU		Friday,	24th June.
TAKETOYO MARU		Beginning	of July.

SOUTH AMERICAN PORTS via CAPE,

AWA MARU		Sunday,	19th June.

BOMBAY & COLOMBO via Singapore.

CALCUTTA MARU		Tuesday,	28th June.

CALCUTTA & RANGOON via Singapore & Penang.

PENANG MARU...		Wednesday,	22nd June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU		Friday,	17th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

YOKOHAMA MARU		Thursday,	23rd June, at 11 a.m.
KLEIST		Friday,	24th June, at 11 a.m.
MISHIMA MARU		Thursday,	7th July, at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA
Telephone Nos. 292 & 232. S. YASUDA, Manager.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG vla Pakhoi

S.S. "HOZUI MARU" ... ... on or about 23rd June.

FOR KEELUNG vla Swatow & Amoy

S.S. "TAIKWA MARU" ... ... on or about 23rd June.

For further particulars, please apply to—

Branch Office, No. 37, Bonham Strand, West, Tel. No. 155.

M. KOBAYASHI, AGENT, Top Floor, King's Building, Tel. No. 140.

CRICKET PAST AND PRESENT.

LORD HARRIS'S STORIES.

Cricket has been played in Kent for nearly 200 years, says J.C. in the *Evening Standard*, and men great in reputation have fought hard for the county, both in times ancient and modern. On the honours list the name of Lord Harris is prominent. His interest in the game has endured from boyhood to mellowed age, his passion for its cultivation, purity, and welfare has not been confined by boundaries, and his sympathy with cricket as a whole, not merely the first-class and spectacular phase is still such that he admires and encourages the Saturday afternoon player, the ordinary club toiler, who is so often the subject of the cynic, and the man who fancies himself a wit.

Lord Harris has been induced to write a book—"A Few Short Runs"—owing, he says, to the importunity of his old friend and schoolfellow, John Murray, "without whose encouragement to publish my reminiscences I should not have faced the benches of the critics."

GETTING BACK THE "ASHES."

Lord Harris is not in the least surprised or disturbed by England's recent defeats in Australia. The M.C.C. recognised the weakness in bowling. He writes:—"Of this weakness the committee was fully conscious; and we therefore at once published our opinion, when most of the team had been selected, that it was the best we could get together, but not up to pre-war form." But there is no need for despair. We shall by degrees recover, and the "Ashes—the mythical Ashes, not the real ones: they never leave their resting-place here—will be wafted back again.

That is the spirit in which the cricket of England must be rebuilt. Lord Harris is evidently a believer in the influence of luck—the "one most important factor which has been unaffected by the evolution of time"—for it was present at the birth of cricket.

"When I was saying farewell," writes Lord Harris, "to Colonel Douglas and his team in September, 1920, I wished them good luck—(1) in the toss; (2) in the weather (3) in the catches—that is, of course, the difficult ones; sometimes they stick, sometimes they do not; and it would be good luck if they stuck in our and hopped out of our opponents' hands; (4) in the umpire's decisions. And I submit that those are four elements of the game where luck can be and is in many matches a most important, in some a deciding factor."

THE LUCK OF THE GAME.

The critics who, from a distance of 13,000 miles have presumed to criticise Douglas and to scoff at luck as an excuse, should read these reflections by a man who is not only a cricketer, but recognises the subtle influences and the details which decide a game. The luck of the catches is "a qualified form of luck" for missing these chances is bad play. Still, it is good luck for the man who is missed.

In commenting upon the luck of the decisions given by umpires—just humans and, therefore, fallible—Lord Harris discusses a point which is very often debated by armchair critics and by those who have never handled a bat. He says:

"I was caught in Kent *v.* Derbyshire twice in one season by the same wicket-keeper off the same bowler off exactly the same spot, viz., the extreme point of the thumb rubber, and given on each occasion 'not out' by the same umpire. No doubt he could not see the very slight impact and would not trust to the sound. That is the kind of incident where the luck comes in, is by no means uncommon, and will always be a factor.

UMPIRE'S DECISIONS.

"Now this is a case where the umpire on appeal, has decided that the batsman is not out, and, therefore, the batsman, though he knows he was out, has no business to retire from the wicket; for all he knows, some of his opponents may have infringed some law which has affected the decision. But how about those cases where the batsman knows he is out, but the umpire has not been asked for a decision? Ah! that, indeed is a most difficult question, and I have heard it argued from both points of view.

"The purist holds that the fact that the question had not been put to the umpire ought not to weigh with the batsman; that when he is obviously out it is not correct to stand and force the question to be put; so, then, if he knows he is out, he ought to go out. The opposite view is evidently held by practically every cricketer, for I suppose there are very few cricketers who have seen any one give up his wicket voluntarily for the above reason; and I suggest that the best excuse that can be advanced for this practice is that the batsman cannot know for certain that some law has not been infringed by the opposite side."

"DON'T WORRY" SHREWSBURY.

We think the "excuse" is not satisfying. It is much better to adopt the attitude of Arthur Shrewsbury, for he said: "I don't worry. I am given out when I am in. I am given in when I am out. I don't grumble; I take the fat and lean as they come." That is not an "excuse"—that is averaging luck. All such matters must be left to umpires, who are as fallible as juries, judges, and assessors—with not one-hundredth the part of their time to consider.

This book appeals to every class of cricketer, but Lord Harris is never *more* interesting than in the chapter devoted to country cricket and nomadic teams like Kentish Stars, Zingari, the Band of Brothers, and the Eton Ramblers, who have done so much for the advancement of the game and the gaiety of the nation.

We like the story of Alfred Lubbock, who went in to bat for Zingari against the Band of Brothers when Pontifex (probably Sir Charles, for no initial is given) about to bowl, dropped the ball walked across and, taking "Alfred" by the hand said:

"Alfred, old fellow, I must bowl you out," walked back, and did bowl him out first ball! That was good work for Lubbock was good enough for England.

STORY OF A ROYAL CATCH.

But of all the innumerable stories in the book, some fresh as a bright pin and some rusty, the new and entertaining one of a Zingari match is worth quoting:—

"In the last century I Z received a command to play at a Royal residence, and his Royal Highness honoured I Z

(*Continued at foot of next column.*)

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

AMERICAN AND MANCHURIAN LINE.

FROM NEW YORK.

THE Steamship

"CITY OF MADRAS"

having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, Kowloon, whence delivery may be obtained.

No Claim will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after June 18th, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before 28th June, 1921, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on any TUESDAYS or FRIDAYS between the hours of 10.45 A.M. and NOON within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD.,
General Agents.

Hongkong, June 11th, 1921. [1052

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"YATSHING"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 19th June, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.,
General Managers.

Hongkong, June 13th, 1921. [1062

P. & O. S. N. CO.

STEAMERS FOR

STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American, and South African Ports.

THE Steamship "DUNERA," Captain Walker, carrying His Majesty's Mails, will be despatched from this Port on or about SUNDAY, the 19th, JUNE, 1921, taking Passengers and Cargo for the above Ports.

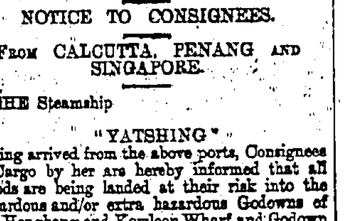
Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3 P.M., the day before sailing. The contents and value of all packages are required.

For further particulars apply to—

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, June 6th, 1921. [1033



by playing in the eleven. All had gone most successfully, nothing untoward had occurred, and there only remained the innings of the local eleven to be played. Bob FitzGerald summoned his merry men round him in anxious conclave. Was it possible that there might still be a catastrophe? Had they not managed everything admirably? Could an errant fly somehow find a loophole into the ointment? Alas! Yes, there was one ghastly possibility. His Royal Highness might have a catch; and—oh horror!—he might miss it in the afternoon just before tea, with half the county families looking on. Ghastly, ghastly possibility! It would be the worst of luck, but it might happen. What was to be done?

"The ready invention in emergency of the captain was equal to the occasion: 'You, Billy, will stand quite close to his Royal Highness, and if a catch does go to him you will rush in and bump him enough to enable us, if he does miss it, to throw all the blame on you.'

"The gallant Zingari—need I say he was a Kentish man?—undertook the horrid task. Of course, a catch did go to his Royal Highness—the fates took care of that right enough. Billy did rush in, the catch was dropped, and there the delinquents stood.

Profuse with his apologies, remonstrated with by his Royal Highness, and cussed volubly by all his comrades. 'What in Heaven's name did you want to snatch it for? His Royal Highness had got it all right! Sheer selfishness and conceit," etc.

There must have been some clever Old Stagers in this fine piece of play acting. It is a delightful book

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

	SAILINGS,	SUBJECT TO ALTERATION	
SHANGHAI via SWATOW...	...	"WAISHING" ...Fri.,	17th June, Noon.
MANILA	...	"YUENSANG" ...Fri.,	17th June, 3 pm
SHANGHAI	...	"YUSANG" ....Sat.,	18th June, Noon.
HAIPHONG via HOIHOW...	...	"FAKSANG" ....Tues.,	21st June 8 a.m.
BANGKOK via SWATOW...	...	"MINGSANG" ...Tues.,	21st June, 10 a.m.
STRAITS & CALCUTTA...	...	"FOOKSANG" ...Tours.,	23rd June, 3 p.m.
TIENTSIN	...	"CHEONGSHING"...Fri.,	24th June, D'light.
KOBE via SHANGHAI ...	...	"LAISANG" ....Wed.,	29th June, D'light.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kuadat, Jesselton Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihsiwei and Chefoo.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

s.s. "FOOKSANG" will be despatched on or about Thursday 23rd June, at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.
GENERAL MANAGERS.

TELEPHONE No. 215. 6

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel		Due Hongkong
M.V. "GLENAVY"	...	22nd June.
M.V. "GLENLUCE"	...	25th June.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENOGLE"	24th Jun.	LONDON, ROTTERDAM & HAMBURG.
M.V. "GLENGYLE"	5th July	GENOA, LONDON & HULL.
M.V. "GLENLUCE"	15th July	LONDON, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.,
The Glen Line, Ltd., AGENTS.

Tel. No. 21 sub. 5 ex 23. and 2896. 16

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Bentley's A.B.C. 5th Ed.
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Telephone: Sannemly
3644, 3933.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ¥20,000,000

President: Mr. Y. KAWASAKI.
Vice-President: Mr. K. MATSUKATA.
Managing Director: Mr. MIHAYA ARE.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA.

57 No. 8, BUND, KOBE.

SHIPPING NEWS

ARRIVALS.

June 15th.

Yod Maru, Japanese str., 1,352 tons, Capt. S. Hamazaki, from Canton, in ballast.—M.B.K.

June 16th.

Chengtu, British str., 1,238 tons, Capt. N. H. Leitch, from Bangkok and Swatow, with a general cargo.—B. & S.

Hong Bee, British str., 2,058 tons, Capt. Course, from Singapore, with a general cargo.—Seng Soon Hong.

Hsin Tung, Chinese str., 1,385 tons, Capt. W. S. Ross, from Shanghai and Swatow, with a general cargo.—C.M.S.N. Co.

Kaiping, French str., 177 tons, Capt. Fr. Dubois, from Pakhoi, with a general cargo.—Seng Kee.

Kashing, British str., 1,228 tons, Capt. Hope, from Hongay, with coal.—B. & S.

Mingsang, British str., 960 tons, Capt. R. Jowitt, from Bangkok, with a general cargo.—J.M. & Co.

Nikko Maru, Japanese str., 3,078 tons, Capt. Takano, from Melbourne and Manila, with a general cargo.—N.Y.K.

Nippon, Italian str., 3,059 tons, Capt. Micich, from Shanghai, with a general cargo.—Dodwell & Co.

Oanfa, British str., 5,809 tons, Capt. W. Eltord, from Moji, with a general cargo.—B. & S.

Pakhoi, British str., 1,228 tons, Capt. R. Stephens, from Bangkok, with a general cargo.—B. & S.

Poolee, Chinese str., 314 tons, Capt. Leung Hing, from K. C. Wan, with a general cargo.—Hung Shun.

Tean, British str., 1,351 tons, Capt. Wm. McDonald, from Bangkok, with a general cargo.—B. & S.

Tjisalak, Dutch str., 3,610 tons, Capt. A. W. La Rooy, from Batavia, with a general cargo.—J.C.J.L.

Yinghoe, British str., 1,228 tons, Capt. Byers, from Shanghai, with a general cargo.—B. & S.

Yuzang, British str., 1,122 tons, Capt. R. C. Thompson, from Shanghai and Swatow, with a general cargo.—J.M. & Co.

CLEARANCES.

June 16th.

Alabama Maru, for Shanghai.
Chuysang, for Shanghai.
Doon Sangad, for Bangkok.
Hanoi, for K. C. Wan.
Hong Bee, for Amoy.
Hydrangea, for Swatow.
Kashing, for Canton.
Katori Maru, for Manila.
Nikko Maru, for Nagasaki.
Nippon, for Saigon.
Prosper, for Saigon.
Shinco Maru, for Takao.
Tjikini, for Macassar.
Yatshing, for Singapore.
Yodo Maru, for Foochow.
Yuzang, for Canton.

SHIPPING MOVEMENTS.

The E. & A. Co.'s s.s. *Kanowna* left Sydney for Hongkong on June 11th, with the outward Australian mails, and is due here on July 3rd.

The B.I. Co.'s s.s. *Torilla* left Singapore for this port on June 15th, at noon, and is due here on June 21st, a.m.

The R.M.S. *Empress of Asia*, from Hongkong on May 26th, arrived at Vancouver on June 13th.

The R.M.S. *Empress of Russia* is now expected to arrive here at daylight, on Saturday, 18th instant, and will berth at Kowloon Wharf.

The China Mail Steamship Co.'s s.s. *China* arrived at San Francisco, on Sunday, June 12th.

VESSELS EXPECTED.

Awa Maru (N.Y.K.), due June 17th.
Cyclops (Blue Funnel), due July 19th.
Dumera (P. & O.), due June 18th, about 8 a.m.
Empress of Russia, due at Hongkong, to-day noon.
Helenus (Blue Funnel), due June 30th.
Keemun (Blue Funnel), due July 27th.
Lexion (Blue Funnel), due June 22nd.
Kleist Maru (N.Y.K.), from London, due June 23rd.
Lycaon (Blue Funnel line), due June 20th
Nikko Maru (N.Y.K.), from Sydney, due June 16th.
Nile (China Mail), due June 23rd.
Oanfa (Blue Funnel line), due June 16th.
Penang Maru (N.Y.K.), from Japan, due June 21st.
Shidzuoka Maru (N.Y.K. Edropean line), from Kobe, due June 23rd.
Takada (B.I.), due June 18th.
Tyndareus (Blue Funnel line), due June 16th.
Yoboshi Maru (N.Y.K.), due July 2nd.

A RECORD VOYAGE BY "EMPRESS OF ASIA."

AN AVERAGE OF NEARLY TWENTY KNOTS.

Cable advice has been recived by Mr. P.A. Cox, the General Agent of the C.P.O.S., Ltd. in Hongkong that the Company's R.M.S. *Empress of Asia*, which left Hongkong on May 26th and Yokohama on June 4th, arrived at Victoria, B.C. on June 12th, steaming from Yokohama in 8 days 19 hours and 6 minutes, the average speed being 19.83 knots, which constitutes a record.

A NEW SHIPPING CONNECTION.

A new trade has been established between the Far East and the Firth of Forth. A regular monthly service will be carried on by the steamers of the Nippon Yusen Kabushiki Kaisha, the ports of call being Grangemouth and Leith. The steamer *Lisbon Maru* recently left Leith with a large general cargo, part of which was loaded at Grangemouth. The cargo included heavy machinery. The steamer proceeded to Humburg and Rotterdam, to load for Japan.

FIRE ON THE STEAMER "PILSNA."

A Venice telegram states that the Italian steamer *Pilsna*, bound from Bombay, has arrived with a cargo of cotton, coffee and general goods on fire. Steam has been injected but with no effect. It has been necessary to flood two holds. A subsequent message says that the fire has been extinguished after the flooding of the two holds. The damage is unknown.

LARGE MOTOR SHIP FOR HOLTS.

In *Lloyd's List* there was a reference to an order given by "a well-known British shipowning firm" for a 15,000-ton cargo carrier which, it was stated, will be "the largest ship fitted with internal combustion engines ever built in Great Britain." Unless the specific description "cargo carrier" be a mistake, there is very good reason to believe that the "well-known British shipowning firm" is Messrs. Alfred Holt & Co., managing owners of the Ocean Steam Ship Company, of Liverpool, whose big fleet comprises the Blue Funnel Line, and trades between Liverpool and the Far East, and who informs me (says a writer in a Home paper), that they have given an order for a 15,000-ton motor-ship for their passenger and cargo service. The Blue Funnel Line lost 25 steamers through enemy action during the war, and are replacing this vanished tonnage as rapidly as present day exigencies of business and the industrial situation allow. Messrs. Workman, Clark & Co., of Belfast, have constructed the steamship *Calchas*, a 15,000-ton coal propelled vessel, for them, which it is expected will be delivered at the end of May or early in June.

The 15,000-ton passenger and cargo liner for which they tell Lloyd's Liverpool correspondent they have given an order to the Caledon Shipbuilding Co., of Dundee, is the first incursion by Messrs. Alfred Holt into hte domain of the interna-combustion engine for the purposes of their ocean-going service. Hitherto they have confined their application of the motor-ship principle to barges at ports in the East. So recently has the contract for the big motor-ship been entered that the keel has not yet been laid down; in fact, the preparation of the designs of the vessel has not yet been completed. She will be driven by engines by Messrs. Burmeister & Wain, of Copenhagen. Her speed will be about 14 knots. She is intended for the China trade.

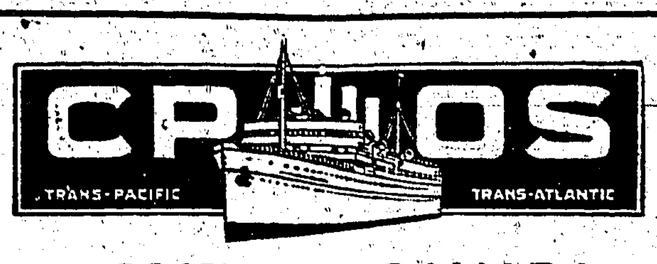
THE NEW N.Y.K. SHANGHAI FAST LINERS.

The "Travel Bulletin" published at Tokyo by the N.Y.K. Passenger Department says:—

The steamers now employed on the Shanghai Lines take about 48 hours for running the distance of 450 nautical miles between Moji and Shinghai, and about 36 hours between Nagasaki and Shanghai. In order to shorten the voyage and thereby facilitate communications between Japan and China, the N.Y.K. is now having two fast steamers (5,500 tons each) with the latest improvement, built at a shipbuilding yard in England. The new steamers have been designed solely for the carriage of passengers, and will be completely equipped and throughly furnished with the utmost regard for the safety and comfort of passengers during the voyage. Each steamer will have a speed of 18½ knots, so that when it is placed on the run, it will make the crossing in about 10 hours less than the time taken by other liners. In other words, if the steamer sails from Nagasaki at 10 a.m. it will reach Shanghai at about 1 p.m. the following day. Special consideration will also be given to scheduling the departures and arrivals of the steamers so as to facilitate connections with the railways in Japan and China. When these plans are put into effect travellers between points in Japan and Shanghai or *vice versa*, can economize time to a considerable extent, with similar facility and advantage for passengers between Japan and interior points of China.

The new steamers having been planned principally for the conveyance of passengers, the utmost attention and consideration will be given to their construction and furnishing, so as to ensure the maximum of safety, comfort and convenience. They will be equipped with magnificent social halls, dining saloons and smoking rooms, as well as an inquiry offices, verandah cafes, bars, and promenade spaces, with ample provision for the recreation and exercise of passengers. The steamers will carry two classes of passengers, namely, first and third class. The first class cabin accommodation will consist of special state-rooms, single double and four berth cabins, etc., with different rates for each kind of room, thus offering a wide choice of accommodation to passengers. Now about the third class accommodation, Heretofore accommodation for the third class passengers on any steamer has been far from satisfactory. But the N.Y.K. took the initiative in improving it and has already effected considerable improvements on most of its steamers, thereby gaining the approbation of the travelling public. The improvements to be introduced in the new Shanghai liners are still more remarkable. Minute attention will be paid to the enlargement of space, efficient ventilation and lighting, complete sanitary arrangements of the rooms, etc. Independent dining, smoking and bar rooms of European style will be provided, in addition to a public room with matted floor, supplied with chess boards and other means of amusement a la Japonaise. Needless to say, the lavatories and bath rooms are up-to-date and complete in equipment. In fine, the N.Y.K. confidently believe that the new fast steamers will give the travelling public entire satisfaction, and that the realization of the scheme will establish one more link to unite in friendly relations the countries of China and Japan.

THERAPION No. 1
THERAPION No. 2
THERAPION No. 3



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, (Moji), Kobe, Yokohama, Vancouver & Montreal.

Pacific Steamer	From Hongkong	Due Vancouver	Atlantic Steamer	From Canada	Due Liverpool
E. Russia	June 23	July 11	E. France	July 19	July 26
E. Japan	July 13	Aug. 3	E. France	Aug. 13	Aug. 19
E. Asia	July 21	Aug. 8	E. France	Aug. 13	Aug. 19
E. Russia	Aug. 18	Sept. 5	E. Britain	Sept. 10	Sept. 16
* Monteagle	Aug. 23	Sept. 16	Melita	Sept. 23	Oct. 1
E. Asia	Sept. 15	Oct. 3	E. France	Oct. 18	Oct. 25
E. Japan	Sept. 20	Oct. 11	E. France	Oct. 18	Oct. 25
E. Russia	Oct. 13	Oct. 31	E. France	Nov. 15	Nov. 22

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.
Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.
Hongkong Office. Telephone 752. Cable Address GACANPAC. [48

PACIFIC MAIL S.S. CO.
TRANS-PACIFIC SERVICE.
Freight and Passenger

For SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU; and for BALTIMORE via LOS ANGELES, MANZANILLO, SAN JOSE, LA LIBERTAD, CORINTO, BALBOA, CRISTOBAL, KINGSTON & HAVANA.
AMERICAN STEAMERS.

"ECUADOR" ... ... sailing Aug. 10th, 1921.
Apply to
PACIFIC MAIL S.S. CO.
Hotel Mansions, Hongkong.
Telephone No 141. Cable Address "SOLANO" [929

PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

TRANS-PACIFIC SERVICE
Freight and Passenger.

For SAN FRANCISCO via SHANGHAI, JAPAN PORTS and HONOLULU
AMERICAN STEAMERS

	From Hongkong.	Due San Francisco.
"GOLDEN STATE"	July 6th.	July 28th.

SHANGHAI-CALCUTTA SERVICE
Freight Only

The s.s. "LAKE FAULK" for Singapore, Penang, Rangoon and Calcutta, June 22nd

MANILA-EAST-INDIA SERVICE
Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.
Monthly Sailings.

ROUND THE WORLD SERVICE
Freight Only, Monthly Sailing

San Francisco to Yokohama, Kobe, Dairen, Tientain, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Bizerta, Marseilles, Barcelona, thence Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.
For full information regarding rates, space, etc., apply to—
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Telephone 141. Cable Address "SOLANO. Hotel Mansions, Hongkong.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG to SAN FRANCISCO
via Shanghai, Japan Ports and Honolulu
s.s. "NANKING" June 25th — s.s. "NILE" July 15th — s.s. "CHINA" Aug. 9th

HONGKONG to MANILA
s.s. "NANKING" - - - - Aug. 30th

HONGKONG to SINGAPORE
s.s. "NILE" June 25th — s.s. "CHINA" July 22nd

FAST FREIGHT SERVICE
Through Bills of Lading issued to all points in United States & Canada also
Cargo accepted on Through Bills of Lading for transhipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, FREIGHT & PASSENGER AGENT,
PRINCE'S BUILDING, ICE HOUSE STREET.
TELEPHONE, PASSENGER DEPT. No. 1934. TEL. FREIGHT DEPT. & AGENT. No. 2161.

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU
"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
TENYO MARU	23,000	June 21st.
KOREA MARU	20,000	July 1st
SHINYO MARU	22,000	July 16th.
* PERSIA MARU	9,000	July 30th, at 10.30 A.M.
TAIYO MARU	23,000	Aug. 12th.
SIBERIA MARU	20,000	Aug. 27th.

* Omitting call at Shanghai.

SOUTH AMERICAN LINE
HONGKONG TO VALPARAISO
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
* CHOYO MARU	—	July 19th.
GINYO MARU	16,500	Aug. 15th

* Cargo only

For full information regarding passengers freight and sailings, apply to—
Y. TSUTSUMI, MANAGER.
King's Building. Tel. Nos. 2374 & 2375.
Agents at Canton:
MESSRS. T. E. GRIFFITH, LTD. [34

STRUTHERS & DIXON, Inc.
GREEN STAR LINE.
Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To LOS ANGELES & SAN FRANCISCO (via HONOLULU)
"West Carmona" ... ... 21st June.
To VANCOUVER & SEATTLE (via MANILA)
"West Ivis" ... ... 25th June
Also cargo accepted for Transhipment at San Francisco and/or Seattle to weekly sailings for
NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.
HONGKONG OFFICE:—1st floor, Powell's Building, 12, Des Voeux Rd., Tel. 3008 [451

JAVA-CHINA-JAPAN LIJN.
REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISALAK... ..	JAVA	in port	22nd June	JAPAN
CHILDAR	JAVA	in port	27th June	JAVA
TJIBODAS... ..	CHINA PORTS	7th July	10th July	JAVA

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.
York Building First Floor Telephone No. 1574.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ
(United Netherlands Navigation Company).
HOLLAND—OOST AZIE LIJN
(Holland East Asia Line)
(Members of the Straits, China and Japan Conferences).
Regular monthly service between
JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA
AND
AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN
Sailings subject to alterations.

	Loading	For	Sailing
"ALCHIBA"	...June	AMSTERDAM & HAMBURG	... 26th June.
"BRIELLE"	...July	ROTTERDAM & HAMBURG	... 24th July.
"RADJA"	... ...Aug.	AMSTERDAM & HAMBURG	... 15th Aug.
"TJIMANOEK"	Sept.	ROTTERDAM & HAMBURG	... 15th Sept.

For full particulars please apply to—
JAVA-CHINA-JAPAN LYN,
General Agents,
Tel. No. 1574 York Building.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For BOSTON and NEW YORK

For Freight and full particulars apply to—
FURNESS, (FAR EAST) LIMITED,
Telephone 3165. St. George's Building
Telegrams "Turnpince." [128

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

S.S. "OCEAN MONARCH" ... ...via Suez ... ... 10th July.

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agents.

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"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

JAPAN CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

LONDON GLASGOW, ROTTERDAM & HAMBURG.

S.S. "CITY OF BRISBANE" ... 10th July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,
General Agents.

or to REISS & Co. CANTON

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NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

* "DEUCALION" ... ... via Suez Canal... ... 3rd July.
* "CITY OF NORWICH" ... ... via Suez Canal... ... 15th July

* Calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, HONGKONG. HONGKONG AND CANTON.
THE BANK LINE, LTD., HONGKONG.
REISS & CO., CANTON.

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C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

To	Steamer	To Sail	
SHANGHAI & TSINGTAO ...	"YINGCHOW" ...	On 18th June,	4 P.M.
NEWCHWANG	"PAOTING" ...	On 18th June,	4 P.M.
AMOY and SINGAPORE	"TEAN"	On 18th June,	2 P.M.
HOIHOW, FAKHOI & H'PHONG	"KAIFONG" ...	On 19th June,	9 A.M.
SWATOW and BANGKOK	"KALGAN" ...	On 19th June,	10 A.M.
SHANGHAI & FUKOW	"SHANTUNG" ...	On 21st June,	Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW" ...	On 22nd June,	4 P.M.
SHANGHAI	"SOOCHOW" ...	On 23rd June,	Noon.
SHANGHAI & TSINGTAO ...	"SUIYANG" ...	On 25th June,	4 P.M.

☞ SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

☞ BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

TELEPHONE 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAIHONG"	Capt. W. C. Passmore	FRIDAY,	June 17th, at 12 Noon.
"HAICHING"	Capt. A. H. Stewart	TUESDAY,	June 21st, at 12 Noon.
"HAILOONG"	Capt. W. Couper	FRIDAY,	June 24th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

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P. & O. - British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	19th June 10 A.M.	Singapore, Colombo & Bombay
"DELTA"	8,000	25th June 7 A.M.	Marseilles, London & Antwerp
"DILWARA"	6,400	9th July	Singapore, Colombo, & Bombay
"SYRIA"	7,000	23rd July	Marseilles, London & Antwerp
"KALYAN"	9,000	6th Aug.	Marseilles, London & Antwerp
"KASHMIR"	9,000	19th Aug.	Marseilles, London & Antwerp
"KHYBER"	9,000	2nd Sept.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"TANDA"	6,956	18th June 1 P.M.	Calcutta via S'pore P'ang & R'goon
"TAKADA"	6,949	23rd June	Calcutta via S'pore P'ang & R'goon

EASTERN & AUSTRALIAN SAILINGS (South).

"EASTERN"	4,500	27th June	Sandakan, Thursday Island
"KANOWNA"	7,000	25th July	Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"TAKADA"	6,949	19th June Noon.	Swatow & Amoy.
"TORILLA"	5,200	20th June	Shanghai, & Kobe.
"DILWARA"	5,400	27th June	Shanghai only.
"SYRIA"	7,000	28th June.	Shanghai & Japan.
"KALYAN"	9,000	5th July.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
22, Des Vœux Road Central, HONGKONG. Agents. [1

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
"SIAM MARU" ... ... Friday 24th June

BUENOS AIRES-RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.
"TACOMA MARU" ... ... Friday, 5th July.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
"KASADO MARU" ... ... Wednesday, 29th June.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service
BUSHO MARU" ... ... Friday, 1st July.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly passenger service touching at intermediate ports in Japan, taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.
"ALABAMA MARU" ... ... Friday, 17th June.
"ARIZONA MARU" ... ... Wednesday, 20th July.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
"HAGUE MARU" ... ... Thursday, 23rd June.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Shanghai, Yokohama & Kobe
"HIMALAYA MARU" ... ... Sunday, 26th June

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office
"AMAKUSA MARU" ... ... Sunday, 19th June.
"KAIJO MARU" ... ... Sunday, 26th June.

TAKAO via SWATOW & AMOY
"NISSHU MARU" ... ... Thursday, 30th June

For sailing dates and further particulars please apply to—

Y. YASAUDA, Manager,
No. 1 Queen's Building.

Tel. Nos. 744 & 745 [30

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAIYUAN"	SAILING SUBJECT TO ALTERATION	17th June, 2 P.M.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports

For freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [34

Operating the following U.S. Shipping Board Steamers

TO

PASSENGER AND FREIGHT SERVICE.

FOR VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports).

	From Hongkong	Arrive Seattle
S.S. "ELDRIDGE" ...	June 17th	July 25th.
S.S. "SILVER STATE" ...	Aug. 13th	Sept 9nd.
S.S. "KEYSTONE STATE" ...	Sept. 2nd	Sept. 22nd
S.S. "WENATCHEE"	Oct. 2nd	Oct. 22nd.

FOR PORTLAND DIRECT.

(Calling at Shanghai, Kobe & Yokohama).

S.S. "PAULET" ... June 15th.
S.S. "COAXET" ... July 22nd

Through Bills of Lading issued to Overland Common points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor, Hotel Mansions. [71

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

S.S. "GLYMONT" ... ... Sailing June 20th.
S.S. "CADARETTA" ... ... Sailing July 5th.

FREIGHT ONLY.

FOR SAIGON—SINGAPORE—JAVA PORTS.

S.S. "LAKE FARRAR" ... ... Sailing June 20th.
S.S. "LAKE ONTARIVA" ... ... Sailing Aug. 3rd.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5TH FLOOR, HOTEL MANSIONS, TELEPHONE 2477 & 2478. | PASSENGER OFFICE, QUEEN'S BUILDING, 2, ICE HOUSE ST.

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SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "SURUGA" ... ... TO NEW YORK ... June 22nd.
S.S. "BELLFLOWER" ... TO NEW YORK ... July 15th.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC..

THE ADMIRAL LINE,

TELEPHONE 2477 & 2478. AGENTS. 5TH FLOOR HOTEL MANSIONS.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Dates
SHANGHAI, KOBE & YOKOHAMA	"POETHOS" ... 20,000 ...	On or about 16th July.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ PORT-SAID	"PAUL LECAT" ... 20,000 ...	On or about 22nd June

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. BODENFUSER,
Acting Agent,
Queen's Building.

Telephone 740

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"VICTORIA" June 30th.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.
Agents,
113, Connaught Road, Central.

89. Tel. 3207.

POST OFFICE NOTICE

INWARD MAILS.

From	Per	Due.
Japan	*Awa Maru*	17th inst.
Europe via Suez (Newspapers only) London 12th May)	*Takada*	18th inst.
Shanghai	*Shantung*	18th inst.
Shanghai	*Dumra*	18th inst.
Canada, U.S.A. and Manila	*Empress of Russia*	18th inst.
Straits	*Torilla*	21st inst.
Shanghai	*Paul Lecat*	22nd inst.
Straits	*Yokohama Maru*	22nd inst.
Shanghai and Japan	*Shidzuoka Maru*	23rd inst.

OUTWARD MAILS.

For	Per	Date.
Fort Bayard, Hoihow and Haiphong	*Hanoi*	Friday, 17th, 8.00 A.M.
*Shanghai, *North China, *Dairen, *Japan, *Canada, *United States, *Central and *South America, and *EUROPE via VICTORIA, B.C.	*Alabama Maru*	Friday, 17th, 8.30 A.M.
Japan	*Nikko Maru*	Friday, 17th, 9.00 A.M.
Philippine Islands, *Keelung, *Shanghai, *N. China, *Japan, *Canada, *Central, and *South America and *EUROPE via VICTORIA, B.C.	*Katori Maru*	Friday, 17th, Registration 8.45 A.M. Letters 9.30 A.M.
*Swatow, *Shanghai and *North China	*Waishing*	Friday, 17th, 11.00 A.M.
Swatow, Amoy and Foochow	*Hai Hong*	Friday, 17th, 11.00 A.M.
Philippine Islands, Sandakan, Australia and New Zealand, via Thursday Island	*Taiyuan*	Friday, 17th, Registration 12.45 P.M. Letters 1.30 P.M.
Philippine Islands	*Yuensang*	Friday, 17th, 2.00 P.M.
Takow	*Toyotomi Maru*	Friday, 17th, 4.00 P.M.
Pakhoi and Haiphong	*Kaiping*	Friday, 17th, 5.00 P.M.
Saigon, *Straits, *Bangkok, *Egypt and *EUROPE via MARSEILLES	*Oanfa*	Friday, 17th, Registration 5.00 P.M. Letters 5.00 P.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt, and *EUROPE via SUEZ	*Anchises*	Wednesday, 22nd, Registration 9.45 A.M. Letters 10.30 A.M.

The Parcel Mails will be closed on Tuesday, 21st, inst., at 5 P.M.

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(Direct).

"ANCHISES"	22nd June	London, Amsterdam & Hamburg.
"LAOMEDON"	13th July	London, Antwerp & Hamburg.
"MENTOR"	19th July	London, Amsterdam & Antwerp
"TEUCER"	11th Aug.	London, Rotterdam & Hamburg
"TEIRESIAS"	16th Aug.	London, Amsterdam & Antwerp.

LIVERPOOL SERVICE
(Direct or via Continental Ports).

"EURYDAMAS"	10th July	Genoa, Barcelona & Liverpool.
"YANGTSZE"	13th July	M'lles, Havre, L'pool & G'gow.
"AGAMEMNON"	26th July	Liverpool & Glasgow.
"EURYPYLUS"	5th Aug.	Genoa, Marseilles & Liverpool.

PACIFIC SERVICE
(via Kobe and Yokohama).

"TYNDAREUS"	6th July.	Victoria, Seattle & Vancouver.
"PROTESILAUS"	3rd Aug.	
"IXION"	24th Aug.	

NEW YORK SERVICE
(via Suez or Panama).

"DEUCALION"	3rd July	via Suez.

HOMEWARD PASSENGER SERVICE

"ANCHISES"	22nd June	for London.
"MENTOR"	19th July	for London.
"TEIRESIAS"	16th Aug.	for London.
"ASCANIUS"	30th Aug.	for Liverpool.

FOR FREIGHT AND ALL INFORMATION APPLY TO—
BUTTERFIELD & SWIRE,
AGENTS

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ASIA BANKING CORPORATION
(AN AMERICAN BANK).

Capital ... ... U.S. $4,000,000
Surplus and Undivided Profits ... ... U.S. $1,489,006

Head Office: NEW YORK.
Branches: SAN FRANCISCO.

Head Office for the Orient, SHANGHAI.

Branches:
CANTON HANKOW MANILA TIENTSIN
CHANGSHA PEKING SINGAPORE

D. M. BIGGAR, Manager.

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BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Water Levels in English Feet at 10 A.M.

Place of Observation.	Highest W.L. ever recorded Feet.	Lowest W.L. ever recorded Feet	1921. W.L. June 14 Ft.	1921. W.L. June 15 Ft.
Wuchow W. River	+79.50	—2.42	—	—
Kongmoon W. River	+14.70	—0.80	9.70	9.30
Linkonghow N. River	+57.00	—	17.50	17.00
Samshui N. River	+27.25	—5.00	17.90	16.60
Sheklung E. River	+15.15	—0.93	5.84	5.35

* 43.0 feet on the 12th of June.

G. W. Olivecrona, Engineer-in-Chief.

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Voeux Road Central.
Hankow Branch:—Paneff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.

Enquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY, Manager.

Hongkong, July 7th, 1919. 1

COMMERCIAL

OPENING QUOTATIONS.

June 16th.

On London.—	
Telegraphic Transfer	2/6⅛
Bank Bills, on demand	2/6⅛
Bank Bills, at 30 days sight	—
Bank Bills, at 4 months' sight	2/7
Credits, at 4 months' sight	2/6⅜
Documentary Bills, 4 months' sight	2/6⅛
On Paris.—	
Bank Bills, on demand	600
Credits, 4 months' sight	660
On New York.—	
Bank Bills, on demand	48⅜
Credits, at 60 days' sight	51⅛
On Bombay.—	
Telegraphic Transfer	—
Bank Bills, on demand	197½
On Calcutta.—	
Telegraphic Transfer	—
Bank Bills, on demand	197½
On Shanghai.—	
Bank Bills, at sight	—
Private, 30 days' sight	—
On Yokohama.—On demand	100
On Manila.—On demand—Pesos	105
On Singapore.—On demand	110
On Batavia.—On demand	146
On Haiphong.—On demand	nom.
On Saigon.—On demand	—
On Bangkok.—On demand	89½
Sovereigns, Bank's Buying Rate	$ 7.80 n
Gold Leaf 100 fine, per tael	$49.80
Bar Silver per oz.	35d.

	Per cent.	
Hongkong ...10 cents piece	$0.04	Premium.
Hongkong 20 "	0.15	Discount.
Canton ...20 "	15.15	"
Canton ....6 "	0.00	"

HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong Head Office.

Paid-up Capital $15,000,000
Reserve Funds—
Sterling £2,500,000
Silver $21,500,000
Reserve Liability of Proprietors $15,000,000

Court of Directors:
G. T. M. Edkins, Esq.—Chairman.
G. M. Dodwell, Esq.—Deputy Chairman.
D. G. M. Bernard, Esq. | E. V. D. Parr, Esq.
A. S. Gubbay, Esq. | W. L. Pattenden, Esq.
Hon. Mr. P. H. Holyoak | J. A. Plummer, Esq.
Hon. Mr. A. O. Lang. | H. P. White, Esq.

Chief Manager:
Hon. Mr. A. G. Stephen.

Manager: Hongkong—A. H. Barlow, Esq.
Acting Manager: Shanghai—G. H. Stitt, Esq.

London Bankers:
LONDON COUNTY, WESTMINSTER & PARR'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, May 21st, 1921. [8

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the Hongkong & Shanghai Banking Corporation,
A. G. STEPHEN, Chief Manager.

Hongkong, December 29th, 1920. [9

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital £3,000,000
Reserve Fund £3,600,000
Reserve Liability of Proprietors ... £3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Acting Manager.

Hongkong, March 30th, 1921. [50

BANQUE INDUSTRIELLE DE CHINE.
(FRENCH BANK.)

Subscribed Capital ... Frs. 150,000,000
Paid Up Capital ... ... F. 75,000,000
Reserve Funds ... ... F. 60,000,000
Deposits ... ... F. 885,000,000

The Chinese Government Owns one-third of the Capital.

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon	Hongkong	Yunnanfu
Marseilles	Hanoi	Vladivostock
Peking	Singapore	Foochow
Shanghai	Canton	Swatow
Tientsin	Saigon	Yokohama
Hankow	Haiphong	Moukden
New York	London	Antwerp
Bordeaux	Tsinanfu	Paom-Penh
Batavia		

BANKERS:
In FRANCE: Société Général pour favoriser le Development du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In SAN FRANCISCO: Crocker National Bank.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French Exchange.

M. MONTARGIS, Manager.

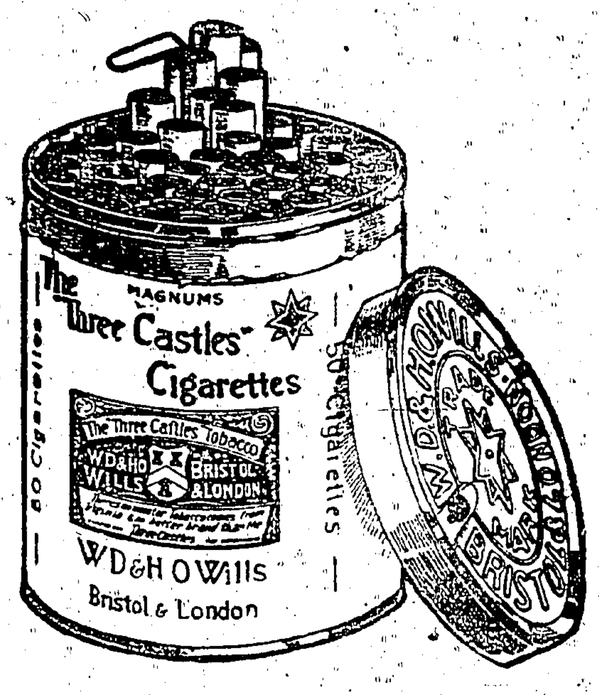
Hongkong January 20th, 1921. 76

FOR EVERYDAY SMOKING THERE ARE NO FINER CIGARETTES THAN

"THREE CASTLES"

MAGNUMS.

PACKED IN AIR-TIGHT TINS OF 50 CIGARETTES



MANUFACTURED BY
W. D. & H. O. WILLS BRISTOL, ENGLAND.

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

THE MERCANTILE BANK OF INDIA, Limited.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,100,000

BANKERS:
The Bank of England,
The London Joint City & Midland Bank, Ltd.

BRANCHES:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York,	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bhara	Port Louis (Mauritius).	

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDES, Manager.

7, Queen's Road Central, Hongkong, April 26th, 1921. [43

THE BANK OF TAIWAN, Limited.
(Taiwan Ginko).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	" 45,000,000
Reserve Funds	" 9,680,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, & Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
London County Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH, Manager.

Hongkong Branch,
3, Des Voeux Road Central,
Hongkong, September 1st, 1920. [41

BANQUE DE L'INDO-CHINE.
(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Subscribed Capital...Frs. 72,000,000.00
Paid-up Capital .....Frs. 68,400,000.00
Reserves Funds .....Frs. 69,567,203.54

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	
Hanoi	Pondichery	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de-Paye-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

V. MARSOT, Acting Manager.

Hongkong, November 1st, 1920. 66.

THE BANK OF CHINA.
中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	$60,000,000.00
Paid-up Capital	12,279,800.00
Reserve Funds	7,796,023.00

HEAD OFFICE:—PEKING.
HONGKONG BRANCH:—20-21, Connaught Road Central. Branches and Sub-branches all over China, and Correspondents in Japan, New York, San Francisco, Singapore and Manila.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.

TSUYEE PEI, Manager.

Hongkong, February 7th, 1921. 73

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE:
St. George's Building, Hongkong.

Chairman of Board of Directors
Mr. WONG SHIU HAM.

Chief Manager... ...Mr. L. S. Holum.
Asst. Manager... ...Mr. K. T. Woms.
Hongkong Manager Mr. I. P. Allen.

Foreign exchange and General Banking business transacted.

Current, Savings, and Fixed Deposits bear interests at rates of 2 per cent., 4 per cent and 5 per cent. per annum, respectively.

L. S. HOLUM, Chief Manager.

Hongkong, October 2nd, 1920. [119

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 2, Queen's Road Central, HONGKONG
Established 1919.

PAID-UP CAPITAL $2,000,000.00
RESERVE FUND 500,000.00

DIRECTORS:
Mr. Pung Wai Ting, Chairman.

Mr. Chow Shou Son,	Mr. Kan Ying Po,
Mr. Li Koon Chun,	Mr. Mok Ching Kong,
Mr. Fung Ping Shan,	Mr. Wong Yan Tung,
Mr. P. K. Kwok,	Mr. Chan Ching Shee,
Mr. Ng Chang Lak,	Mr. Kan Chin Nam.

Chief Manager ... Mr. Kan Tong Po,
Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES:—

LONDON	NEW YORK
SHANGHAI	SAN FRANCISCO
KOBE	YOKOHAMA
NAGASAKI	SAIGON
SINGAPORE	PENANG
TIENTSIN	HANKOW
MANILA	BATAVIA
SAMARANG	SOURABAYA

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3½ per annum.
For 6 months at the rate of 4½ per annum.
For 12 months at the rate of 5½ per annum.

KAN TONG PO, Chief Manager.

Hongkong, October 1st, 1920. 81

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